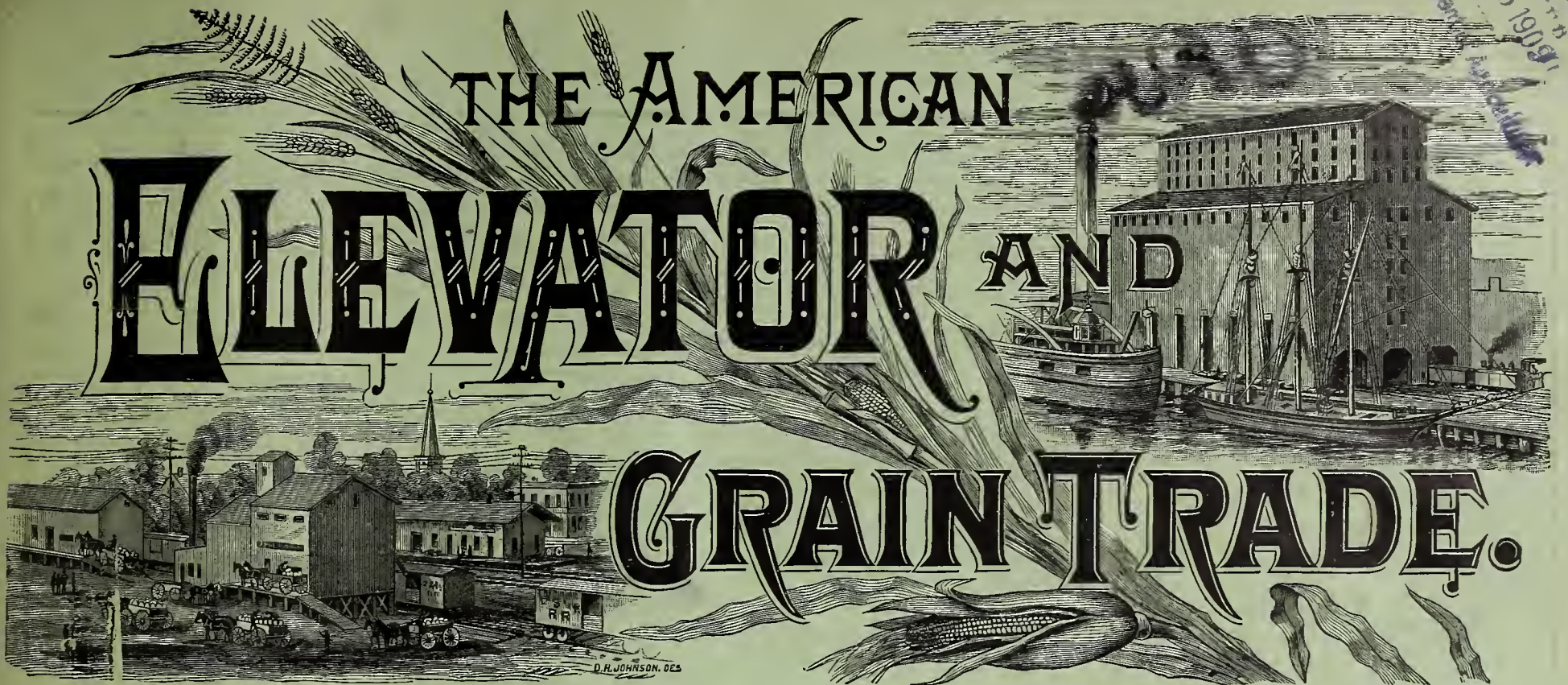


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Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED)

Vol XXVIII.

CHICAGO, ILLINOIS, NOVEMBER 15, 1909.

No. 5.

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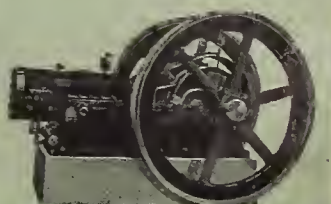
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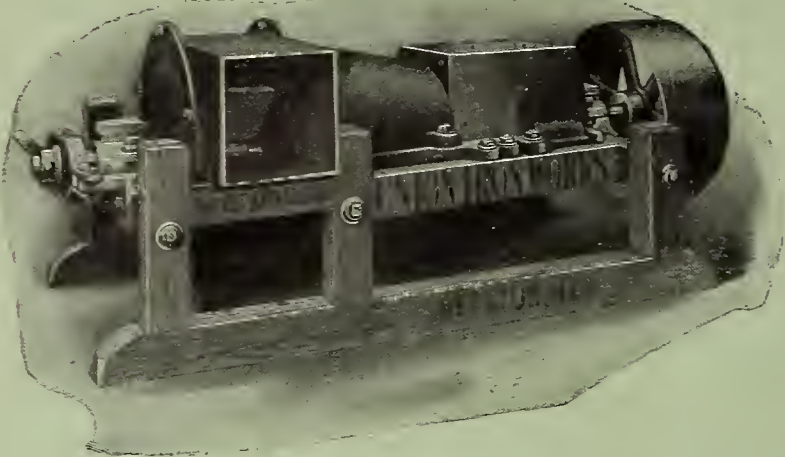




# The Right Combination to successfully handle this year's corn crop

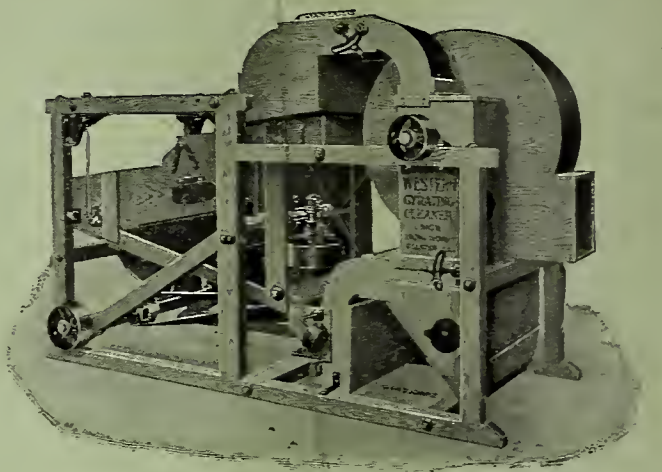
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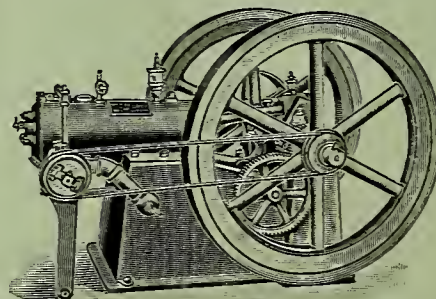
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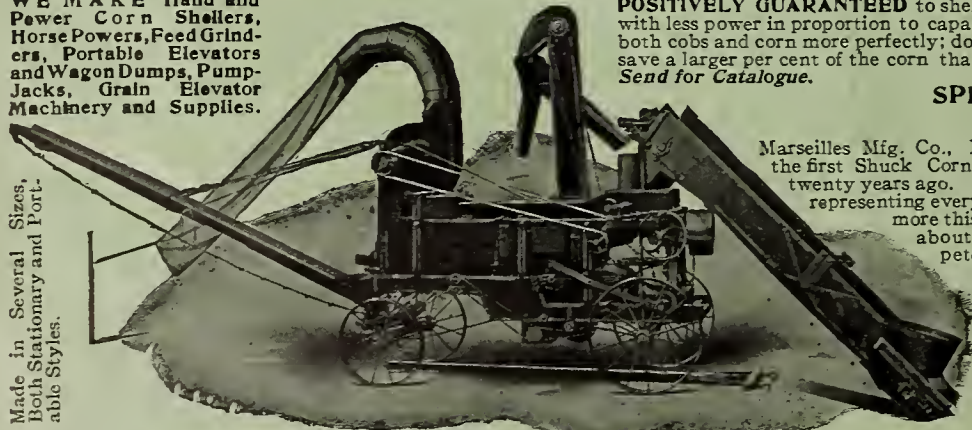
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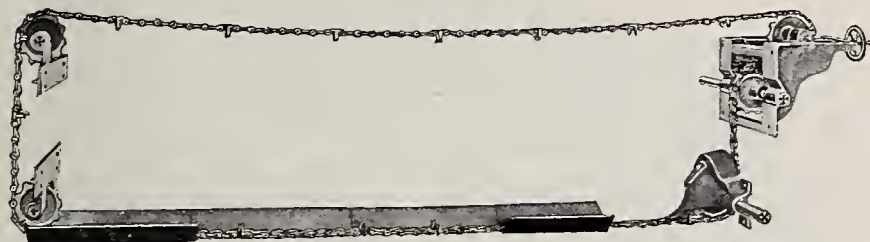
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Chain Drag Feeders for Conveying all kinds of Grain from Dumps or Cribs to Sheller or Elevators.

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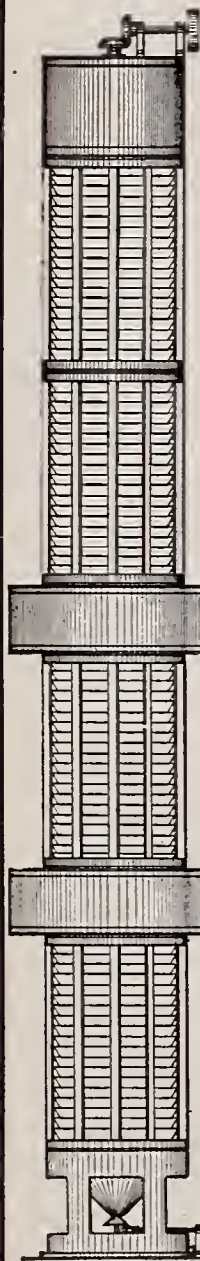
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remove any desired percentage of moisture from the grain, conditioning it for shipping or storage with perfect safety.

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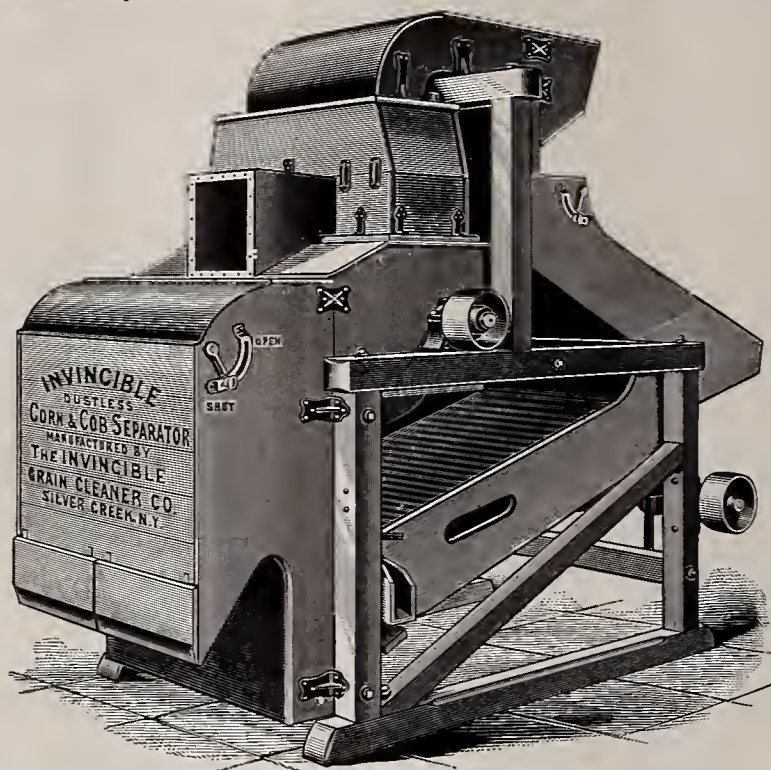
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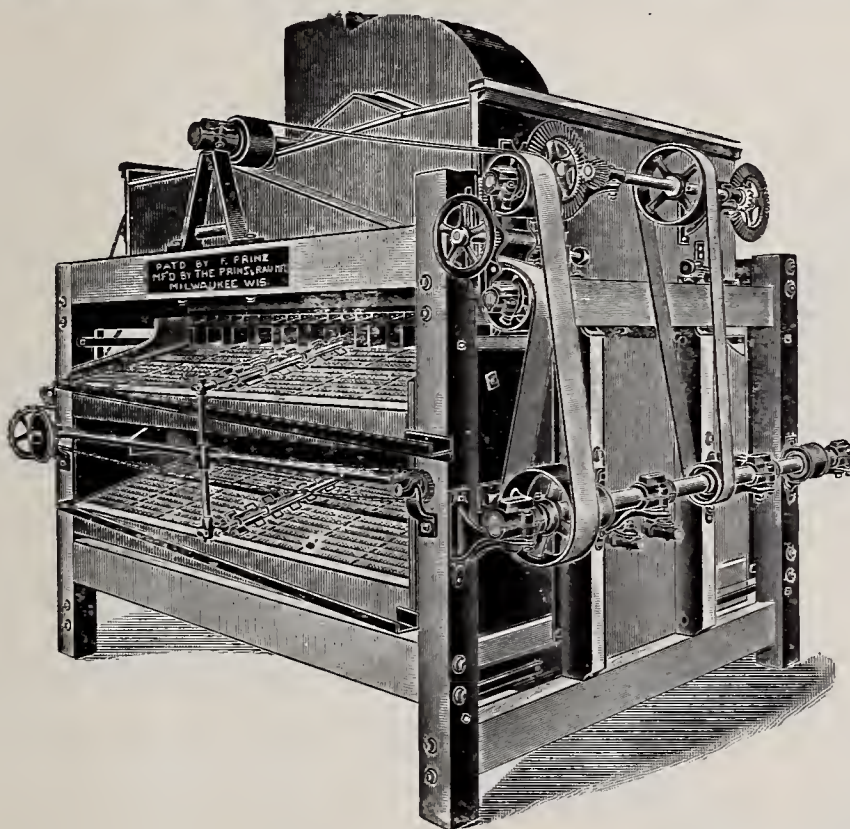
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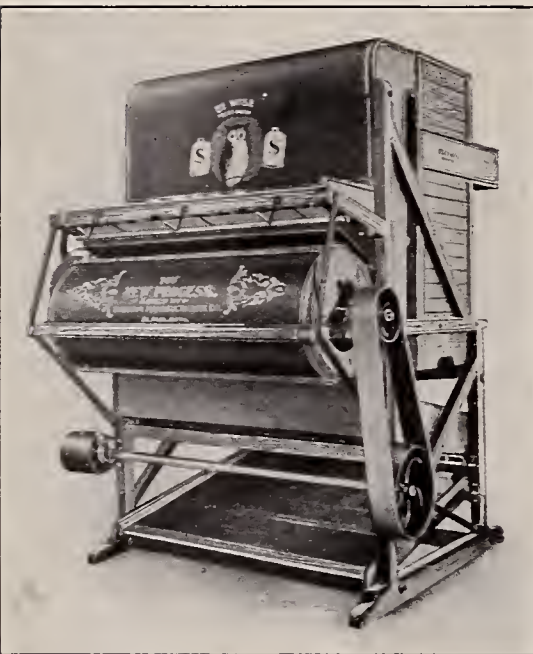
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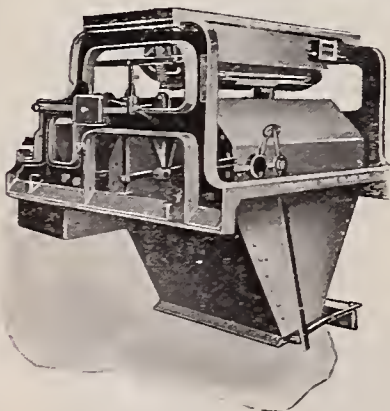
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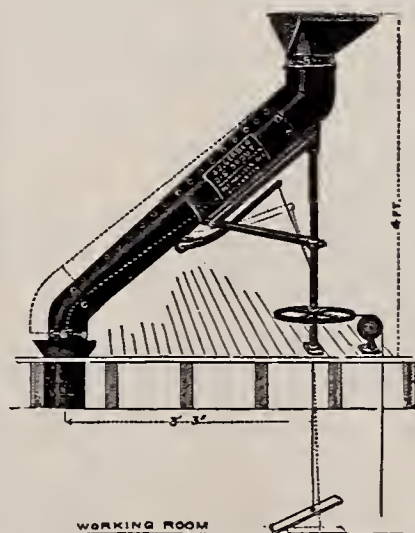
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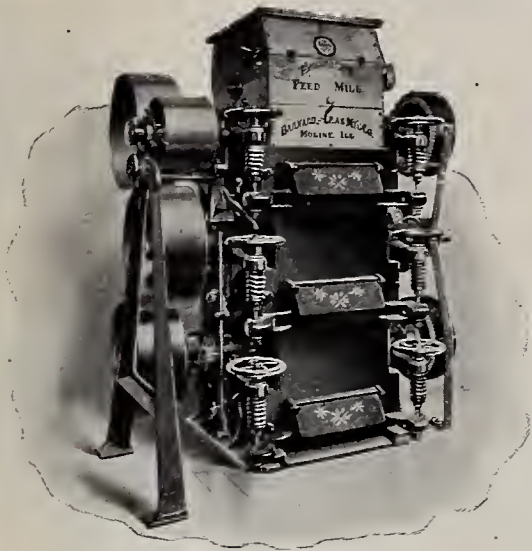
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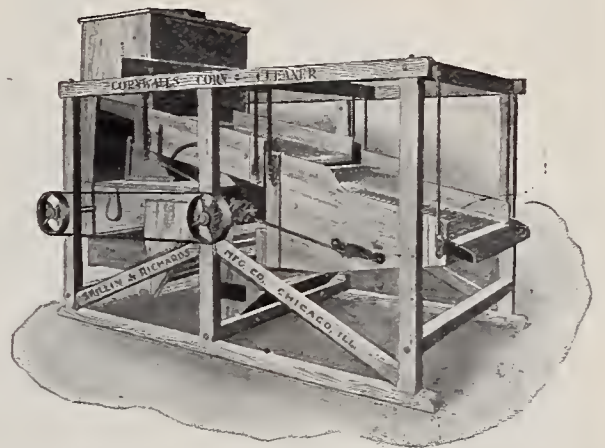
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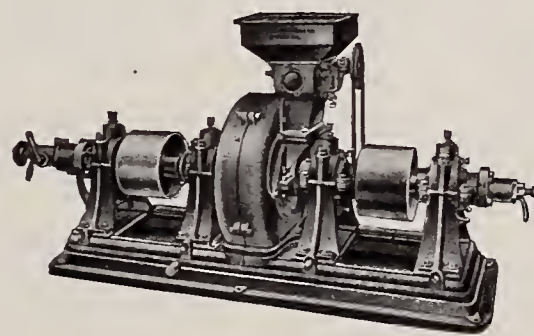


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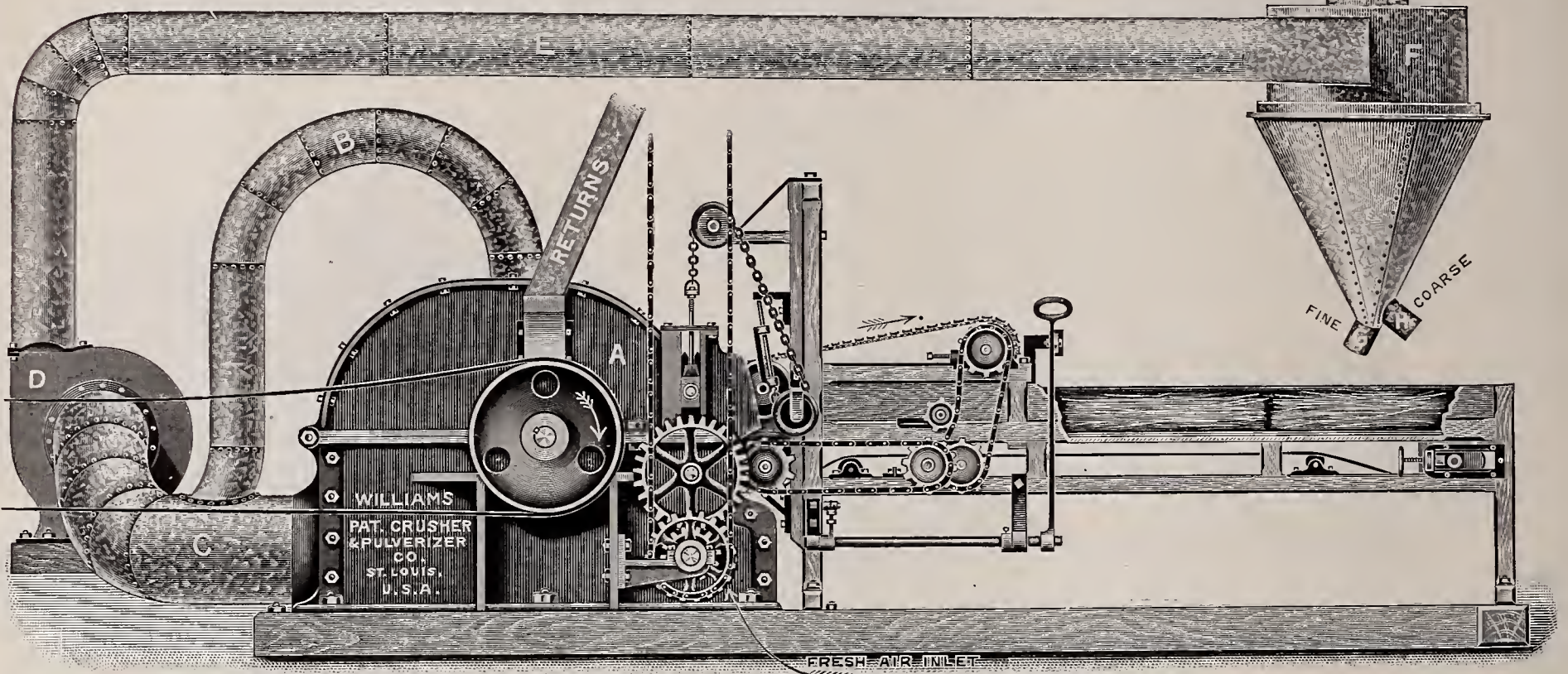
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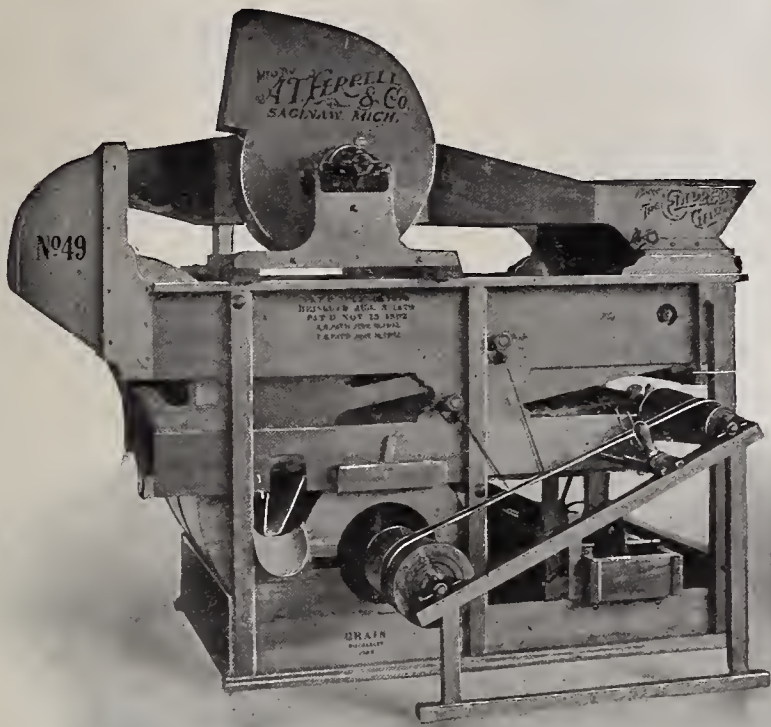
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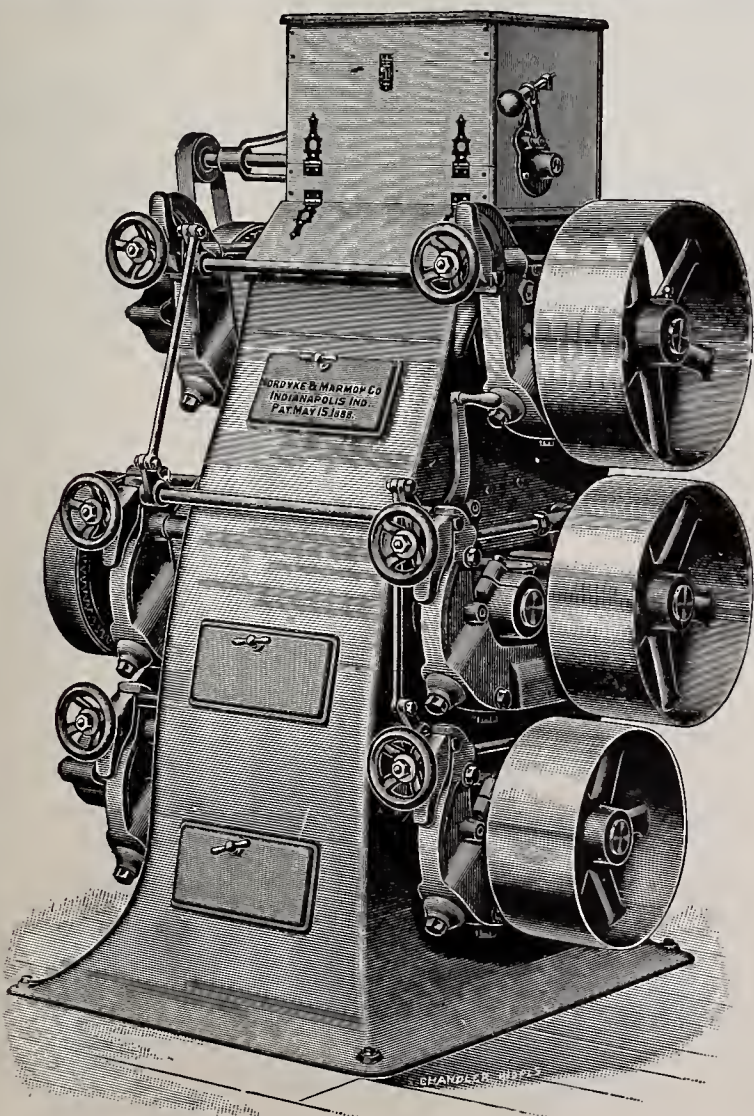
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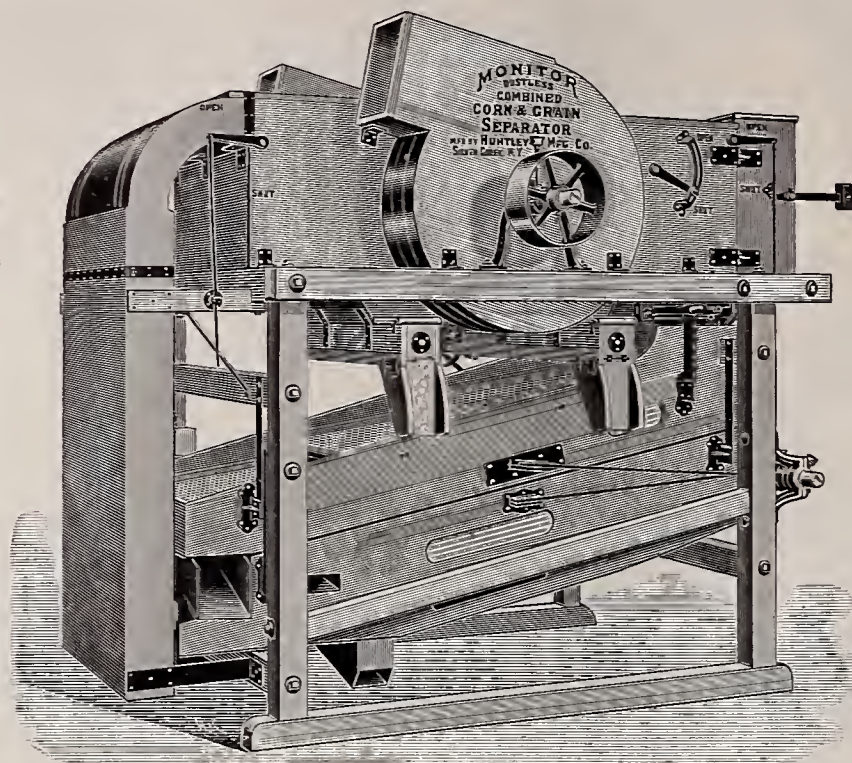
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# The MONITOR

(Compound)  
Combined  
Corn  
and  
Grain  
Cleaner  
(patented)



# The ORIGINAL

Combined  
Cleaner  
Over  
400  
In  
Use

## Cleans Two Kinds of Grain Without Change of Screens

This is the original combined corn and grain cleaner. It is designed for all around elevator work on either coarse, medium or fine cleaning. Unlike the ordinary type of elevator cleaner, this machine is equipped with two individual sets of screens.

On the ordinary, or standard type of elevator separator, if a change from one kind of grain to another is desired, it is necessary to stop the machine, draw out screens, and replace with others. On The Monitor combined cleaner this is avoided as you can instantly shift the feed distributing lever directing the flow of grain to either of the two complete sieve cleaning outfits, while the machine is in motion.

Embodied in this "Monitor" combined cleaner are many exclusive improvements found in our general line of Monitor cleaners, many of these being patent protected.

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The World's Largest Manufacturers of Grain Cleaning Machinery.



# The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

VOL. XXVIII.

CHICAGO, ILLINOIS, NOVEMBER 15, 1909.

No. 5.

## ANOTHER CONCRETE ELEVATOR.

In our issue of last month, in describing the concrete elevator being erected by the Macdonald Engineering Company for the Shellabarger Mill and Elevator Company, at Salina, Kansas, reference was made to a reinforced concrete storage house which has recently been completed for this company at Smolan.

The illustration of this month gives a photographic view of the exterior of that plant. It consists of three cylindrical bins each 16 feet in diameter, which, with the interspaces, gives an additional capacity of about 50,000 bushels to the Smolan Elevator. The new tanks are built adjacent to and are used as an annex to the present storage building which is of wood. Connection is made for the delivery of grain by means of screw conveyors into the top of the new concrete tanks. There is also under the foundation a concrete tunnel extending from the concrete bins to the receiving leg by which all the grain is emptied from this storage.

Everything about the annex is built perfectly fireproof and the arrangement is such that in the event of the destruction of the old building by fire, an equipment of receiving and shipping machinery can easily be added to the new storage.

It is interesting to note that reinforced concrete has won a place for the modest little country elevator that will soon become as firmly fixed as it is now for the more pretentious structures. The entire plant was erected and completed in sixty days.

## TRANSIT PRIVILEGES.

The grain men of Toledo, Cincinnati, Chicago, St. Louis, Nashville, Louisville, etc., who met at Cincinnati on October 28 and at Nashville on the 29th to consider the I. C. C. milling-in-transit ruling, failed to agree upon any concerted plan of action with reference to the prospective litigation relative to the re-shipping and billing privilege. The discussion was warm at times. A committee was appointed to draw up some plans to be presented to the Interstate Commerce Commission and after being a long time out they reported, but no action on the report was taken farther than to submit the resolutions to the several markets represented for signatures. The preamble and resolutions are as follows:

"Whereas, Very large investments have been made, predicated upon the use of transit privileges; and  
"Whereas, The continued use of such so-called transit is of the greatest commercial necessity; and  
"Whereas, Any modification in transit rules that will result in the cancellation or abridgement of the proper use of transit privileges will work great

injury to commercial interests of the country, and in many instances will result in confiscation of vast amounts of property; and

"Whereas, The Interstate Commerce Commission by its recent decision in the so-called Nashville case, and by its conference ruling No. 76, tariff circular No. 17-A, seems to require such material modification of transit rules as to impair their usefulness; therefore be it

"Resolved, That the undersigned grain markets, grain dealers and representative millers respectfully petition the honorable Interstate Commerce Commission to grant an informal conference, to afford an opportunity for such interests to present their views and to point out in what way this order and ruling, if enforced, will operate the material harm of the grain and milling interests.

"Resolved further, That the Interstate Commerce

## [For the "American Elevator and Grain Trade."] THE CRUCIAL TEST OF THE GENUINENESS OF MISSISSIPPI RIVER AGITATION.

BY L. C. BREED.

Reference has been made in several papers which have been published in this journal, relative to the importance of the Mississippi River, meaning more especially the practicability of "the 14 foot through the Valley" proposition. The significance of this proposed enterprise is so great and is so generally occupying the attention of the people of the Middle West, that the writer feels warranted in continuing to furnish some data and views bearing on this topic. Inasmuch as a company is now seeking the

support of the general public through the sale of its stock, as mentioned in the last issue of the "American Elevator and Grain Trade," it is in order, it would seem, to impress upon those advocating the 14-foot channel that their proposition will be very materially helped, or harmed, by the result of the canvass now being made by the Mississippi Valley Transportation Co. for funds with which to carry out their plans.

This statement is based on these considerations: First, in view of the fact that the incorporators of the above mentioned company comprise over 100 well known business men, manufacturers and public officials and the ability of those already identified with it is unquestioned, while as to their character it is exceptionally high; consequently the proposition is worthy of confidence so far as these points are concerned.

The company proposes to raise a sufficiently large sum of money by the sale of its stock to enable it to equip the line with an adequate number of steel barges of high and low draught, to build powerful tow boats, and to provide adequate terminal facilities at such cities between St. Louis and New Orleans as are to be served by the line, and furnish each terminal with powerful appliances for handling freight. The advice and experience of the most competent experts familiar with this mode of transportation, both in Europe and America, will be availed of in carrying out the company's plans. All this is guaranteed, and these details will be thoroughly carried out. The important feature upon which all this is contingent lies in the necessity of the sale of a sufficiently large part of the authorized capital stock to enable the company to pay for adequate equipment and terminals.

The argument that the writer is endeavoring to present is this: A responsible company is now upon the investment market for a large amount of capital for the purpose of immediately utilizing the Mississippi River between St. Louis and New Orleans. As stated, it is backed by men of influence,



CONCRETE GRAIN STORAGE FOR THE SHELLABARGERS AT SMOLAN, KAN.  
Macdonald Engineering Company, Engineers. Chicago.

Commission be memorialized to so modify its order in the Nashville case (Duncan vs. N., C. & St. L. Ry.) as to permit the use at Nashville of the same rules and regulations governing transit privileges as applied at other points in southeastern Mississippi valley territory, pending a further determination by the Commission on the subject of transit privileges, as the result of petitions made by various interests for a review of the entire subject."

The markets in which where signature of grain men will be sought are: Chicago, St. Louis, Cincinnati, Toledo, Columbus, Mansfield, Peoria, Indianapolis, and Nashville.

At Nashville market, is badly hit by the decision named above, made some weeks ago, which prohibits any substitution of tonnage. The grain men have not as yet formulated any plan of campaign of their own to offset the Commerce Commissioner's decision against that city as a reshipping point. The matter is, however, in the hands of a committee, of which J. H. Bell is chairman, who may present a plan of procedure before January 1, 1910, when the prohibition of the decision takes effect.

New Orleans in October exported 116,648:20 bus. of wheat and 311,086:04 bus. of corn. Compared with 1908 wheat shows a decrease of 659,911:40 and corn an increase of 175,598:22 bus.



means and experience who have invested, or are willing to invest, to a reasonable extent in the company's stock. Now, if the business men and the manufacturers of St. Louis, Cairo, Memphis, Helena, Vicksburg, Natchez and New Orleans will promptly come forward and take up a sufficient amount of the stock of the company to enable it to carry out its plans, it will of course indicate that they believe that such a line is warranted by the exigencies of the freighting situation and that it would, within a reasonable time, become a paying investment to its stockholders. If, on the other hand, this proposition is responded to slowly and meagerly, so that it would be impossible to form an idea as to the time when the company could enter upon the transportation business, it would show quite conclusively that the time is not ripe for importuning Congress to enter upon a scheme of great magnitude and expense for the purpose of deepening the channel of the river. For, notwithstanding the superior advantage to commerce which a deep channel would offer, were it in existence, it would be impossible to overlook the moral effect, either favorable or unfavorable, upon the deep waterway movement which the success or failure of the present enterprise would present, as the case may ultimately result.

### SOMETHING NEW ABOUT OATS.

The Garton-Cooper Seed Co., of Warrington, England, and 64 East Illinois Street, Chicago, oat breeders and specialists, have made a special study during the past thirty years, more or less, of the oats question and in several countries have revolutionized methods of oats culture. They say that in order to produce maximum yields of oats, year after year, the crop must be controlled as to the number of stems grown per acre, the same as is done with corn. To this end they have bred oats to non stooling types. Two reasons are given for this,—first, that in allowing an oat to stool it is delayed in its early stages of growth; second, that a stool never produces as good a head as the parent stem. This they claim is only common "horse sense" applied to oat raising, and from the standpoint of the oat grower it seems sound and logical.

This country has done better with oats this season than for several years past, but this is due probably to a more favorable season rather than to more scientific culture generally, although we do know that more attention was paid to seed selection last spring than ever before. Our farmers are slow; they need urging and showing, and few of them realize as do many agriculturists, that, as Donald S. Blair, of the Garton-Cooper Company above referred to has said, "The breeding of oats promises to become as important a factor in the regeneration of the seed oats of this country as it has become in corn." Land is now so valuable that oats yields of 35 to 40 bushels are unprofitable. The small grains, unlike corn, are inbreeders, and the seed must be changed at least once in five years to secure maximum yields. In corn the pollen from one field is frequently carried long distances to another field, thus cross-breeding and helping to revitalize the plant. This does not happen with the oats plant. The United States government has done much in the way of selection of seed, and called it breeding, but has really done nothing in the way of really breeding oats. At the Warrington station in England the blood of the wild oat has been incorporated in some varieties to give hardness, insure against rust, etc., and the Chinese grass has also been used for similar and other purposes. This Chinese oat grass, unlike other oat grasses and oats, has five or six grains to the spikelet, and is practically without hulls. While it promises much, it has not yet had sufficient test of time to warrant it being distributed for seed. Its qualities have been incorporated in some of the other established varieties with good results.

The Garton-Cooper Company has established five experiment stations in the United States, the chief one being at Naperville, Ill., and the others in Missouri, Iowa, Minnesota and North Dakota.

### P. S. GOODMAN, CROP EXPERT.

A wheat field that after 150 years of continuous cultivation produces 55 bushels per acre is a sufficient answer to the pessimists who declare that the American production of this all-important food stuff is deteriorating. This field is not an isolated instance but a common one in eastern Pennsylvania, where intensive farming has long been practiced by the Pennsylvania Dutch. It is the result of crop rotation and fertilizers. In the picture here given such a field photographed a few days before harvest is presented, with a Pennsylvania Dutch grain expert in the background. The picture was taken last June when P. S. Goodman, crop expert for Clement, Curtis & Co., of Chicago, was on his annual visit to his parents in Lancaster County, Pennsylvania, a county, by the way, which has given its name to one of the best varieties of winter wheat known.

For several years the reports of Mr. Goodman, modestly given over his firm's name, have attracted attention all over this country and Europe. While the author of these reports is personally known to hundreds of people in the trade, there are thousands who are in correspondence with him who know him by name only. His work has made a marked impression in the trade, and the "American Elevator and Grain Trade" is pleased to intro-



P. S. GOODMAN IN THE WHEAT.

duce him more familiarly to his friends and to the public.

As stated above, Mr. Goodman is a product of that sturdy race, the Pennsylvania Dutch, and was reared in the atmosphere and environment of that intensely agricultural people. While now of the West, he came here by an indirect route. Some twenty-five years ago he went into the South to carve out his fortune, but after eight years of delightful residence in that section, he made his first visit to Chicago, coming here on a business trip, and was enticed to stay here by an offer to enter the newspaper business, in which he had been engaged in Chattanooga, Tenn. And he remained here.

A few years after coming to Chicago, he accepted the offer of the financial editor's chair on that able daily, the Chicago "Chronicle," and true to his habit of trying to do the best he knew how, he succeeded in making the "Chronicle's" financial page one of the few real authorities on stock and cotton market conditions, his exact methods counting to his personal credit and comfort. Four years ago Clement, Curtis & Co. invited him to become their financial expert and he accepted. He made good and more.

Turning his attention to the grain markets and utilizing his practical knowledge of farming, he began an exhaustive study of grain methods, both production and handling, of this and foreign countries. His judgment on growing crops and yields reflected exactness. He early realized that it was impossible, through extended trips, to gather a complete knowledge of crop conditions, and he

then set about creating his present system of gathering and collating information from people on the ground who know, with the result that his reports are now accepted by many of the leading people in the trade as approximating to real conditions, for they know how they are gathered.

Mr. Goodman differs from most experts in grain production by applying his information to Government acreage, on the theory that the world trades on the Government statistics until shown to be wrong. Hence the reason that his figures so closely approximate the monthly returns of the Agricultural Department. His deductions from the final reports of the Government point out the variations from the actual which are based on his supplementary information.

Mr. Goodman is a familiar figure at the gatherings of Western grain men and at the National Association. He is as ready a speaker as a writer, and one of his notable addresses was the review of the Agricultural Department and its errors, delivered before the Oklahoma convention last spring. At Columbus the other day he gave the Ohioans an accurate review of the season's corn production, conditions and market outlook.

Keeping in touch with grain conditions is only part of his work. He keeps abreast of the financial conditions of the world as they affect stocks and business prospects, and finds time to compile one of the leading statistical reference books of the country. His cotton reports are gathered in the same manner as are his grain reports, and during the past season his condition reports averaged nearer the Government than the six outside authorities who have been reporting for years. His final condition was lower than all the others and was doubted by many; but it was matched by the Government. His preliminary estimate of yield of 9,600,000 bales on November 1, while a million bales under the others, has thus far been verified by the National Ginners' and the Census Bureau's reports on ginning. His eight years' residence in the South brought him in touch with cotton, and one of his first projects when allying himself with his present position was to have the firm develop a cotton trade, which is the largest of any house outside of New Orleans and New York.

Mr. Goodman's school education was limited to what he could acquire up to his twelfth year, but his love for study could not be repressed, and he followed a collegiate course alone, with the exception of a year when he attended an Academy to polish off his Latin and Greek. In later years he has picked up French, Spanish and Italian and is as much at home with them as with his English. His natural bent has been toward mathematics, and he is never quite so happy as when chasing down percentages with a well thumbed table of logarithms.

A Bozeman, Mont., report from the Gallatin Valley says that R. Vogel from two and one-half acres of Swedish Select Oats thrashed 480 bushels weighing 40 pounds to the bushel. The statement is supported by the farmer's neighbors and friends, who measured the ground and saw the crop thrashed.

The new Canadian uniform bill of lading which has been prepared under orders issued by the Railway Commission, is now in effect, and all shipments made by lake or rail will be under its provisions. The main provision is that the carrier is liable for any loss of goods in transit, except in such instances as are stated in the law. These instances are clearly set forth, and on the whole it is claimed the shipper receives much better treatment than under former conditions.

Colorado's yield for this year in spring wheat is 9,467,000 bushels (acreage per acre 29.4 bus.), against 6,153,000 bushels last year. The data for winter wheat are not complete, but some reports give a yield of from forty to sixty bushels per acre. The hay crop, as given by the Government reports, was worth \$17,000,000, and the oats crop \$4,635,000, and the barley \$3,000,000. The average yield of barley is given as thirty-six bushels, this figure being exceeded by only seven states in the Union, all of them in the intermountain region.



### A GREAT ENGINEERING PLANT.

The names of few if any industrial concerns occur to us that have had a more rapid and yet vigorous and substantial growth than the Stephens-Adamson Manufacturing Co. of Aurora, Ill., a picture of whose premises appears herewith. Established in 1901 on a modest scale, with comparatively small capital, its first building being but 80x100 feet in size, the company has demonstrated that a rigid adherence to an open and straight-forward policy is bound to bring success. It has done so for thousands of the most firmly established businesses the world over, and brought that success in the face of failure to thousands of other men and companies operating on more spectacular but devious lines. To the "S.-A." Company, this policy has brought a steady and cumulative increase of business since 1901, and made the "S.-A." products the standards of excellence in their particular classes. This is apparent in the remarkable growth of the business which in only about eight years has outgrown an 80x100-ft. building into the premises

the tools and forces needed to make the appliances that in themselves seem simple enough however efficient for the tasks to which they in turn are put; but here may be seen some of these.

Passing on to the next building, we have the "steel shop," which is 80x212 ft. in size, built of brick and somewhat similar in general design. Here is an electric crane for the heavy lifting. There is also a supplementary crane running out over the railroad track that is used for loading and unloading from cars. This is one of the best equipped steel shops in the country for special work. Among the tools in this building are the following: A 72-in. square shear which will cut plates up to  $\frac{3}{8}$ -in thick; a 10-ft. brake that is used for flanging and bending steel of almost any thickness, the weight of this machine being about sixteen tons. There is also a No. 7 bull-dozer that is used for forming steel, which weighs 25 tons; a set of 12-ft. rolls, besides smaller shears, punches, presses, etc. In this shop there is also a large bolt-header, weighing about 10 tons, that is used for making special chain pins, bolts, large rivets, etc. There are also three

works to the individual motors located in the various buildings. Here, too, is located the air-compressor, which supplies compressed air for operating the pneumatic tools in the steel shop. The coal unloading apparatus here is also interesting, as it enables one man to unload a 50-ton car of nut-coal in about one hour.

The office building is a three-story structure, the first floor being used for storing merchandise of various kinds and the second for the general offices, while on the third floor are the engineering department and the office of the chief engineer. In the left background is the general warehouse.

All told the plant now covers about four and a half acres of ground. It is located on three different railroads, to-wit: The Chicago, Burlington & Quincy, the Chicago, Milwaukee & Gary, and the Elgin, Joliet & Eastern, thus giving the works exceptional shipping and receiving facilities.

While the Stephens-Adamson Manufacturing Company's ("S.-A.") products are of interest and direct concern to the many lines of business requiring appliances for the handling of materials, both



BIRD'S-EYE VIEW OF THE WORKS OF THE STEPHENS-ADAMSON MANUFACTURING COMPANY, AURORA, ILLS.

shown in the engraving and already warned its owners so forcibly of probable future needs for more space that the company has anticipated the future by the purchase of twelve acres of land adjoining the present holdings to provide the room that the business of the near future certainly will to call into requisition.

Not to take too much time or space to tell, in what in any event is a somewhat unsatisfactory way, what now is being done in the various buildings shown in the picture, it must suffice to present a general review only, leaving to the reader to complete for himself the mental picture of a great industrial plant of this sort, what one may easily do if he has already seen anything of a similar nature, and which no description can do for him if he has not. Let us say then that—

The "machine shop," the first large building of the series in the foreground, is 80x242 ft. long. It is built of brick on lines of modern machine shop designing, with a cupola, and is equipped with two 40-ft. traveling cranes. In this building are manufactured belt-conveying and transmission appliances; for which purpose the shop is equipped with modern shop tools of every description, including boring machines, lathes, planers, drill presses, milling and cutting-off machines, special pulley and turret lathes, etc. One seldom appreciates, simply seeing the finished products, how multifarious are

large oil furnaces, besides a number of smaller oil furnaces for heating plates, bars, rivets, etc. Finally there is a complete equipment of pneumatic tools, such as riveters, drills, reamers, etc., besides a large hydraulic riveter that is used on heavy work.

The blacksmith shop is equipped with a large power hammer, forges, and several tools for making all kinds of forge work.

The fuel used in the steel shop furnaces is crude oil, for storing which a tank has been placed outside of but near the building. It will hold 10,000 gallons.

The pattern shop is 40x100 feet in size and is equipped with tools to make all necessary patterns quickly and accurately.

The foundry, in the far background, has two cupolas, giving capacity of fifteen tons of products daily.

The power plant is housed in a fire-proof building constructed of steel and brick. It embodies the modern principle of a central, compact boiler and engine for the production of power from fuel and its distribution electrically, delivering the power at the points about the general works where needed, when needed and in the quantity required and no more, allowing of course for safe excess in each case. The boiler has 150-h. p., delivering its steam to an automatic engine with direct-connected generator which transmits the power throughout the

crude and finished, of all kinds, particularly the heavy and coarser kinds, and to all industries calling for the transmission of power, the establishment will appeal especially to grain dealers operating grain elevators, many of whose plants this company has already supplied with belt conveyors and a general line of grain elevator machinery. The company has furnished several of the largest grain elevators on the continent and innumerable lesser ones with complete outfits, and has been successful in maintaining during its entire business history the most cordial and satisfactory relations with both the grain trade itself directly and indirectly through the elevator builders and equipment contractors in all parts of the country. Where the services of the engineer are called for in planning the equipment independently of the designing engineer, the S.-A. Mfg. Co. is prepared to offer expert service through its engineering department at Aurora, or the branch office at Chicago, where special information or drawings may be obtained for the whole equipment of an elevator or for special parts as required.

Another "fetching" trait of the "S.-A." Company is its forwardness—its capacity and its habit of finding the "new." Engineering is a profession that is as inexhaustible as the mind of man, but only of late years has it begun to invade in an aggressive way new fields—to anticipate needs as yet unfelt,



where now it is seen as never before that engineering is the great conservator of human energy. "Practically everything we eat, wear, or use in the various lines of human demands is handled at some stage of its manufacture or distribution by means of conveying appliances." Years ago there was not much attention given to this subject, and the ability of man to accomplish, mechanically speaking, was correspondingly limited; and as it is only within a comparatively few years that the public has recognized the fact that "the business of designing and building plants and appliances for handling materials and so lowering the cost of production is an independent art and unrelated to other lines or the old-fashioned machine shop which made *everything* and *specialized* on nothing," so it is true that the feats of the engineer are at the bottom of the immense industrial strides of the world in recent years. Hence it is that as technical engineering has reduced the handling of grain from a slow and laborious to one of ease and profit to all who take advantage of the appliances, so it is true that such an establishment as the "S.-A." Mfg. Co. has to offer its clients many ways for economizing costly and otherwise useless labor by the multiplication of devices for cheaply supplanting labor that may be more usefully employed in higher kinds of productive activity.

### STATE INSPECTOR TO RESIGN.

John T. White, who for the past five months, more or less, has been Chief Grain Inspector of Kansas, announces that on January 1 he will retire from the position by resignation. Mr. White took charge of the grain department at Kansas City the first of July. He succeeded John W. Radford, who is now bound over to the District Court of Wyandotte County on the charge of embezzling funds from the state while chief inspector.

The office was in bad shape when Mr. White took charge, but in a letter to Gov. Stubbs he says that—

The writer has been in complete charge of this department for five months, since May 1, 1909. Your attention is requested to a comparison of that period with the corresponding months of 1909. During May, June, July, August and September of this year the total disbursements were \$15,865.56, and for the same months of last year, \$20,262.77—a difference of \$4,937.21. It should be remembered that the figures for this year include the salaries of inspectors and helpers at Anthony, Wichita, Hutchinson and Leavenworth, none of which was counted in last year's total, as the state did not pay salaries at any of the above points last year. The salaries at these stations during the past five months amount to \$2,566.09, making a total saving of about \$7,000 in five months of my administration of this office.

In October of 1908 the pay roll showed 12 inspectors, 17 weighmasters and 11 helpers here in Kansas City. This month we are employing 6 inspectors, 11 weighmasters and 8 helpers to do the same work. This is a direct saving of \$1,140 this month. A further reduction is contemplated and will be made by November 1. We are keeping the pay roll down to the lowest point consistent with good business policy.

A gang of fifteen negroes, grain thieves in the Coffeyville, Kan., railroad yards, has been rounded up and captured. Their specialty was wheat which they sold to feed dealers.

To destroy the wild onion that damages so much winter wheat in the Middle West and Atlantic Coast states, the United States Agricultural Department advises farmers "to harrow with a disk in the fall when the onions are a foot or more high, and follow with deep plowing. The form of deep plowing which is most effective is the one known as trench plowing, where two plows are used in breaking, the head one cutting about three inches deep, while the second one follows in the same furrow and goes about a depth of ten inches. The shallow-running plow on the next round will turn about three inches of sod, which practically carries all the wild onions into the deeper furrow left by the deeper-running plow, and will thus completely bury the plants so that they will not show up again. This form of plowing should be done in the fall, but in order to make a sure shot doubly sure, break again, shallow early in the spring and

plant to a cultivated crop, and if careful cultivation is then given the method thus followed is said to be an absolute death to the wild onion plant in that particular field."

### G. E. EWE.

G. E. Ewe, recently elected president for the current year of the Minneapolis Chamber of Commerce, without opposition, is vice-president of the Van Dusen-Harrington Company of Minneapolis. The company operates about 350 interior elevators and terminal houses having some 7,000,000 bushels' storage capacity, while the company is represented with permanent offices at Duluth, Kansas City and Winnipeg. As his office of vice-president makes him the chief executive officer of several subsidiary companies, Mr. Ewe may fairly be said to be one of the most conspicuous and influential grain men in the Northwest. The honor of such an election is a high one to be sure, for Minneapolis is one of the greatest grain markets on earth; but it would seem that the Chamber has but selected to so honor a man to whom naturally many would turn as a leader and representative of the market itself.

Mr. Ewe has, in fact, taken more than common interest in the affairs of this great exchange, even considering his own personal business concern with



G. E. EWE.

his affairs. He had been for seven years a director, making his influence wholesomely felt in many directions in that capacity; and during the erection of the Annex to the Chamber of Commerce Building, erected last year, he acted as chairman of the building committee, a position where his masterful business ability was of signal service to the Chamber and his colleagues.

Mr. Ewe was born at La Crosse, Wis., in 1863, and has been engaged in the grain business, in almost every capacity, for the past thirty years. He went to Minneapolis in 1887 and soon after entered the service of the Van Dusen-Harrington Company, with which he has been connected for about twenty years.

### SAMPLERS KICK BACK.

Robert Bebb, a member of the Chicago Board of Trade and employed as a grain sampler, or receiver's agent, has begun suit in the Circuit Court at Chicago against W. S. Cowen, as chief grain inspector of Illinois, asking that said Cowen—that is, the department—be enjoined from furnishing free reports, or samples, of grain to members of the Board of Trade.

The Inspector recently gave notice that the fee for inspecting cars of grain would be, on and after December 1, 1909, 50c per car, which sum would include the cost of an official report or sample to the consignee.

Mr. Bebb begins his suit as a tax-payer and as such protests that the department has no legal au-

thority for furnishing the reports complained of. Under the rules of the Board the receiver's agent must be a member (seat being worth \$2,450 at the time) and be governed by the following rule defining his duties:

To furnish consignee with railroad notices of arrival of grain and seeds and true and correct samples of the same; also, with a statement showing the grade of each car of grain, embraced in such notices, as inspected by the state grain inspection department—such notices and samples to be delivered to consignee in the exchange room of the Board by 11 o'clock of each business day.

The fees allowed for this service have been 20c to 25c per car, according to the road to which the agent is assigned. As the state inspector furnishes such reports at 15c, the regular authorized agents find their occupation gone, and his act is an infringement of their rights and ability to make a living.

[For the "American Elevator and Grain Trade."]

### DEMONSTRATION FARMS IN ILLINOIS.

BY CYRIL G. HOPKINS.

I have received a copy of your issue of October 15, containing the editorial on "Demonstration Farms," in which you state that, "It is not exactly clear why there is in this state objection (as there seems to be) to the Wisconsin plan of selecting public (county) farms for this demonstration work."

If there is any one class of people in Illinois who have a right to be interested in this subject, next to the farmers themselves, it is certainly the grain dealers; and if there is any class of citizens in Illinois whose friendship and influence are needed by the Agricultural Experiment Station, next to the farmers, it is also the grain dealers; and as the editor of the official paper of the Illinois Grain Dealers' Association you surely have a right to understand clearly the purposes and reasons for any attitude which may be attributed to the Experiment Station in a matter of such importance as that relating to the establishment and conduct of experiment fields or demonstration farms.

I think it is only fair to our state committees and to the Experiment Station people to keep in mind that Illinois has already done more work along this line than any other state and the work has also received a very generous support of the farmers themselves, and the state legislature has expressed the general appreciation in which this work is held over the state by appropriations for its increased support.

All investigations and demonstrations in soils and crops conducted by the Illinois Experiment Station are along lines agreed upon by two state advisory committees. One of these is appointed by the Illinois State Farmers' Institute and the other is appointed by four organizations, including the Illinois Grain Dealers' Association, The Farmers' Grain Dealers' Association. The Illinois Seed Corn Breeders' Association, and The Illinois Corn Growers' Association. The Secretary of the Illinois Grain Dealers' Association, Mr. S. W. Strong, of Pontiac, has been an efficient member of this advisory committee for several years.

The question as to the location of the demonstration fields has been very carefully considered by these men and it has been agreed upon by these committees and by the Experiment Station workers and by the Agricultural College teachers that, as a rule, it is better to locate demonstration farms in connection with schools than on county poor farms. It should not be understood, however, that any absolute decision regarding this matter has been taken. This institution is already cooperating with Henry County, Illinois, in conducting a demonstration field upon the county poor farm in that county, and where the local conditions and the local interest are such as to make that plan feasible, the advisory committees and Experiment Station people are glad to embrace any opportunity for satisfactory work on the county farms.

We already have an experiment field near the State Normal at Normal, and we now have under consideration the matter of establishing a still larger field upon land belonging to that institution; we are cooperating with the Western Illinois Nor-



mal in carrying on an experiment field located upon land belonging to that institution; we also have a demonstration field at De Kalb, where the State Normal is located; we have a field in Putnam County on land adjoining the grounds of one of the largest consolidated country schools in the state; we have a field located at Ewing on land deeded to the state by Ewing College, and another at Carlinville on land belonging to Blackburn College but placed under control of the Experiment Station by perpetual lease; we have located a field at Mt. Morris on land furnished to the state through the activity of Mt. Morris College. In each of these cases the absolute and perpetual control of the land is vested in the Illinois Experiment Station and in each case the land is acquired without expense to the state. Likewise, at Minonk, in the heart of the corn belt, we have a deed to a very suitable tract of \$200 land furnished to the state without expense.

In some counties it may be best to locate the experiment field on the county poor farm, but it would certainly be a mistake to insist upon this being done.

The location of a soil experiment field is a matter of very great importance. With the passing of every year and every decade the results become more and more valuable, provided the experiment field is well located on truly typical soil, representative of large areas of the commonest land. In many cases even the state experiment stations in other states have been located on land by mere chance, and after long years of investigation it has clearly developed that the results were not applicable to the important farm lands of the state. This is in large measure true of the Experiment Station in Indiana. The tract of land occupied by the Experiment Station farm and the city of West Lafayette is said to represent all there is in Indiana of that kind of land. The Ohio Experiment Station was operated at Columbus, Ohio, and was actually moved from Columbus to Wooster after several years' work had established the fact that the soil at Columbus was not widely representative.

In order that we may not be misunderstood, the fact may well be emphasized that the Experiment Station tries to improve every opportunity to assist the management of county poor farms in order that they may be made better and more productive; but we feel after very thorough consideration that it would be of vastly greater value to the state if we follow the policy, so far as conditions warrant, of establishing experiment farms in connection with schools. Schools are productive. All classes of people are interested in schools. Large numbers of people visit schools. The pupils and students from schools are certain to disseminate information which they acquire. They distribute themselves back over the farms of the county and each one becomes a nucleus for the application of the information which he has secured. You will see at once that almost nothing of this sort could result from the inmates of the county poor houses. Furthermore, in many counties there is much of politics and frequent changes in the management of county poor farms, and this is not at all conducive to the proper management of experiment fields. Under exceptional conditions the two interests might harmonize; but a general plan to establish the county experiment fields on the county poor farms is almost certainly not the best.

The county poor farms are very often not representative and frequently they are not well located. Thus, on the county farm in Henry County only ten acres of land on the half-section were considered suitable for experimental and demonstration purposes, where results can be obtained that may be applicable to the most important type of soil in the county. In addition to this the farm is located five or six miles from a railroad station. Compare this with our experiment field at Raleigh, in Saline County, which adjoins the corporation and has been selected with special reference to its uniform and representative character as being peculiarly adapted to work of this sort. And I may add that this field likewise is furnished to the Illinois Experiment Station by the local community,

without expense to the state, and it is furnished for all time.

Certainly no other state has had as large experience as Illinois in conducting experiment fields or demonstration farms in various sections of the state and certainly no other state appreciates the importance and value of these fields more than Illinois. We hold many farmers' meetings upon these fields, and the field should be located with special reference to the convenience of the people of the county and the adjoining counties, in order that they may visit the field and see the results. A recent meeting was held at the Galesburg experiment field and farmers came in over almost every line of railroad entering Galesburg. They were able to get within half a mile of the experiment field and could easily walk that distance.

#### DEATH OF W. W. CARGILL.

W. W. Cargill of La Crosse, Wis., founder of the W. W. Cargill Company of La Crosse and the Cargill Elevator Company of Minneapolis, one of the most noted capitalists of the Northwest, died at his home in La Crosse on Sunday, October 17, of pneumonia. About ten days previous he was taken ill at Valier, Montana, and immediately started for



THE LATE W. W. CARGILL

home, proceeding from St. Paul to La Crosse in his own yacht. The diagnosis was infection of the digestive tract, which was succeeded by pneumonia. As is not infrequently the case, the symptoms on the day prior to his death were reassuring, the fatal change coming during the night before his death.

Mrs. Cargill was Miss Ella T. Stowell, whose home was near Madison. They were the parents of the following children, all of whom survive him: William S., Mrs. J. H. MacMillan, Mrs. F. M. Hanchette and Austin S. Mr. Cargill is survived by two brothers also, Sylvester and James, of Minneapolis, and one sister, Mrs. Margaret Barker, of Janesville. Two brothers are deceased, Samuel D. and another who died when a child.

W. W. Cargill was born at Long Island, N. Y., on December 15, 1844, his father being W. D. Cargill, who came to this country from Scotland, and his mother Edna Davis, a native of Long Island. In 1856 the family moved west, in order, as the father once said, to "keep the boys off the sea," he himself having been a sea-captain. They settled at Janesville, Wis., where the father spent the remainder of his life as a farmer and where (and at Milton) W. W. Cargill obtained his education.

On reaching his majority W. W. Cargill, who had lived at home until then, went to Minnesota and became engaged in the grain business, first at Austin and later at Albert Lea. In 1875 he removed to La Crosse, which he made the headquarters of a grain business that has since spread itself over the

entire Northwest—into Wisconsin, Minnesota and the two Dakotas, in all of which states the W. W. Cargill Company owns elevators, all forming a great line system of which the Cargill Elevator Company of Minneapolis is the terminal house.

Mr. Cargill invested most of his profits made in grain in lumber and saw mills, more especially in Arkansas and British Columbia and Mexico, where he now has very large holdings—2,000,000,000 feet of standing timber in British Columbia alone. His holdings of lumber lands in Mexico also are said to be 500,000 acres. He was the builder and owner of the La Crosse & Southeastern Railroad, a local road doing a profitable business in Wisconsin immediately south of La Crosse. He was interested as a stockholder in the Vote-Berger Company (telephones), La Crosse Telephone Company, La Crosse City Railway Company, La Crosse Gas and Electric Company, La Crosse Wool and Fur Company, as well as other local corporations of that city, and director and vice-president of the Green Bay, Kewaunee & Western R. R. Having suffered a stroke of paralysis about five years ago, he practically retired from active business, exercising only a sort of supervising control over his affairs since, of which his sons took the burden.

Mr. Cargill's death was a shock and a source of much regret to the people of La Crosse, who looked to him as their leader in almost all lines of civic activity. He had for years been foremost in all the business affairs of the city, as well as in the social life of the place. His open hand was the way to many religious and charitable institutions, of which the Y. M. C. A. building at La Crosse, the Cargill Memorial (M. E.) Church at Janesville, erected to the memory of his father, and the addition to the Albert Lea College, Albert Lea, Minn., are conspicuous. To individuals he had ever an attentive ear when need appealed, and many a man in the Northwest owes to him a start in life or a sustaining arm when about to stumble.

Naturally the sorrow felt by the people of La Crosse at his death, as a local paper said, "is of the kind that reaches to all classes and touches all hearts. Mr. Cargill was a man of large affairs and his business career was a record of conspicuous successes which resulted in the amassing of a comfortable fortune, but he was one of the most approachable of citizens and of such democratic bearing at all times that he seemed peculiarly close to his fellow men in all walks of life." A neighbor said of him: "He was the most genial man I ever met. With business interests so large and so varied that it would seem almost impossible for one man to manage them, he always had time for a kind word and a pleasant greeting for every one. He made friends instantly of whomsoever he met; and therein lay one of the elements of his success. He was, by nature, most generous, liberal in his dealings and in his charities, and was a very able business man. He was loved by his friends and adored by his family."

Mr. Cargill was a member of the Masonic Fraternity, the La Crosse and the Country Clubs, the La Crosse Board of Trade, the Chicago Board of Trade and the Union League Club of Chicago. Although a firm believer in the principles and policies advocated by the Republican party, he was not an active political worker, and never was an aspirant for public office. In his religious affiliations he was a member of the Presbyterian Church and a liberal contributor to its good works; but he gave liberally to other denominations also and to many nonsectarian institutions.

Mr. Cargill left no will and his great estate will be divided as the law directs. The Probate Court on October 22 granted letters of special administration to W. S. Cargill of La Crosse, son of the deceased, and John H. MacMillan of Minneapolis. A bond for \$500,000 was filed at once. The petition for letters of administration set forth that decedent left personal property not exceeding in value \$1,000,000, and that the profit and rentals from his real estate holdings do not exceed \$50,000 a year.

Frank R. Chapman was fined \$950 at Fargo for smuggling Canadian wheat across the line.



[For the "American Elevator and Grain Trade."]  
**THE KANSAS STATUTE RE DOCKAGE.**

BY J. L. ROSENBERGER,  
 Member of the Bar of Cook County, Illinois.

The Supreme Court of Kansas holds (in re Martin, 101 Pacific Reporter, 1006) that Chap. 525 of the Laws of that state of 1905,—providing that sales of grain, seed, hay, and coal shall be deemed to be made on the basis of the actual weight thereof, and providing that any purchaser of such commodities who without express agreement with the seller shall deduct any amount from the actual weight and withhold payment therefor, under a claim of right by virtue of custom or board of trade rule, shall be guilty of a misdemeanor and fined,—has no application to a deduction and withholding of payment occurring in a settlement between purchaser and seller in another state.

For example, the owner of a carload of wheat in Kansas consigned it to a member of the Board of Trade in Kansas City, Mo., for sale on the floor of the Board. The grain was sold there and the bill of lading was there delivered to the purchaser, who was also a member of the Board, and who ordered the grain stored in his elevator in Kansas City, Wyandotte County, Kan. The wheat was weighed in Kansas by the state weigher, and a certificate of the true weight was sent to the purchaser in Missouri. Contrary to the Kansas statute, the rules of the Kansas City, Mo., Board of Trade allow a deduction of 100 pounds from the true weight of each car of wheat. Settlement for the wheat was made on that basis, and the price was paid at the Board of Trade in Kansas City, Mo. The wheat did not leave the state of Kansas at any time. It is held that the sale was made in the state of Missouri, and that the purchaser could not be prosecuted in Wyandotte County, Kansas, for a violation of the Kansas statute.

The statute, the court says, purports to deal with personal practices and not with the corporal relations of movable things occupying a definite portion of space. No attempt is made to bind commodities themselves by any kind of condition or limitation, or to regulate or govern in any way the thing bargained for in the sense of a thing having a location within the local jurisdiction. The fraudulent weighing of specified commodities is not the burden of the act. Actual weight may be ascertained anywhere by any means and at any time, either before or after title has passed. It may have been established in some way to the satisfaction of the parties while the property was beyond the borders of the state and before the seller acquired title. The law does not begin to operate until after the true weight has been finally fixed, and then it affects the subsequent conduct of the purchaser, not in his relation to the commodity itself, but in the discharge of his obligation to the person who sold. The deduction forbidden is not a concrete physical act done in relation to the property and does not depend upon the locality in which the property is situated. The entire mass of the article is actually sold and delivered. The deduction is merely a mental operation resulting in a theoretical diminution for the purpose of arriving at a basis of settlement. The feat is performed nowhere except in the minds of the contracting parties. There is no reference in the act to sales of grain, seed, hay, or coal located in Kansas. The computation of price on a fictitious basis and the withholding, when settlement is made, of a portion of the price because of the false assumption is the practice condemned. This practice may be indulged whether the commodity sold be at the time on one side or the other of the imaginary line separating Kansas City, Kan., from Kansas City, Mo. If the owner of mines in Colorado should sell coal in Colorado at true mine weights to a Topeka dealer, to be paid for at Topeka on presentation of the bills of lading, and the purchaser should make a deduction from the true weight and withhold payment therefor under a local custom or trade rule, he would subject himself to all the penalties of the act.

Delivery in Kansas is not a material factor. The

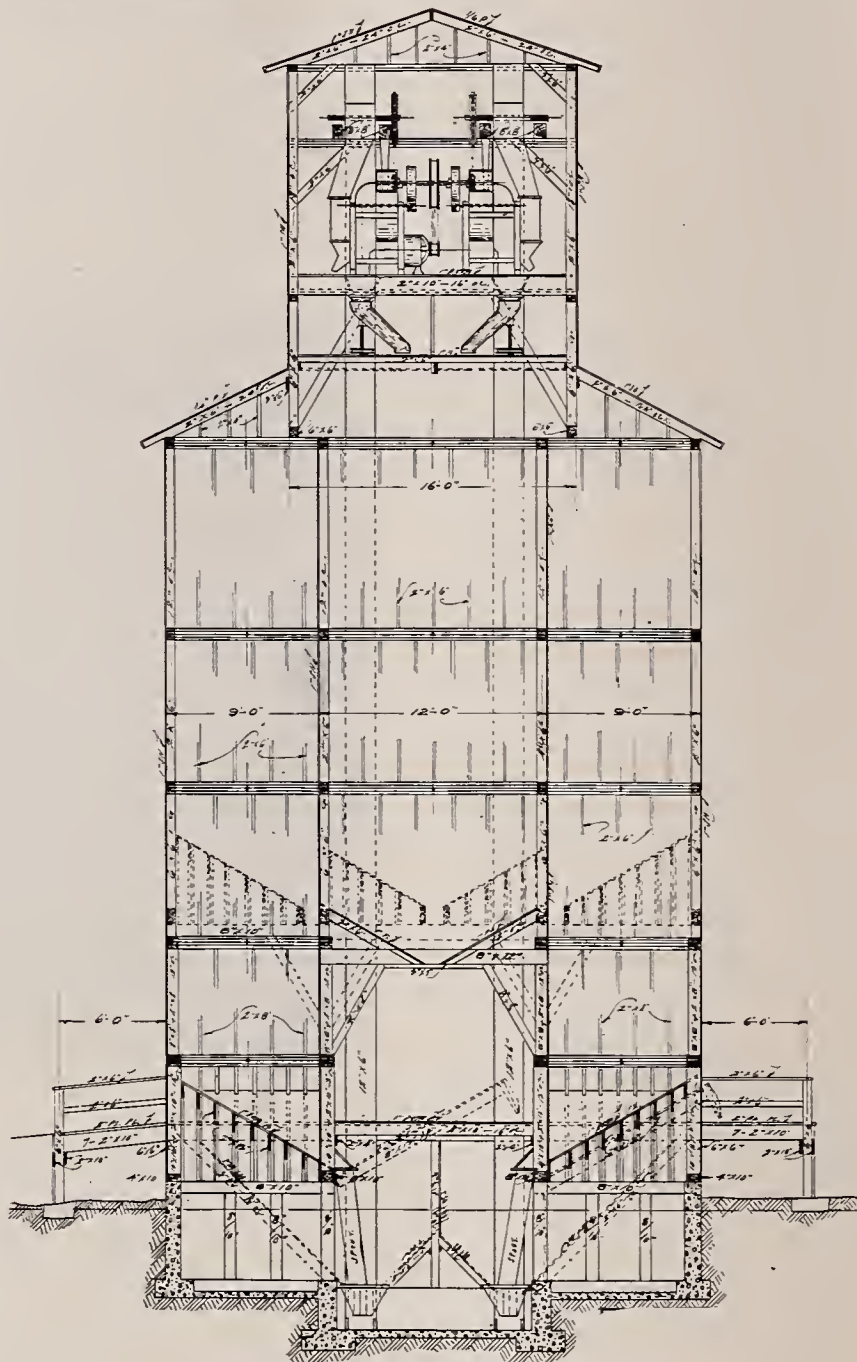
act applies to every sale, and delivery is not essential to a completed sale unless made so by agreement. It is elementary law that an offer may be accepted and a bargain struck, so that the contract of sale becomes absolute and title passes without either delivery or payment of price. If the property then be accidentally destroyed while in the possession of the seller, the loss falls upon the buyer, and the price may be recovered the same as if delivery had occurred. In such a case the statute would apply and settlement on the basis of actual weight without deduction would be necessary.

If a Kansas grain dealer should contract for wheat to be delivered to him in Chicago, and after receiving the grain there he should make settlement for it at his office in Kansas on the basis of a

**A NEW OLD-FASHIONED HOUSE.**

The accompanying drawing shows the longitudinal section of an old-fashioned studded elevator, a type of construction for this class of buildings that is rapidly disappearing. A few owners still like the type, however; and so the Burrell Engineering and Construction Company of Chicago, who give elevator owners just what they want, and generally in better form than they have in their mind's eye when placing the orders, have accordingly designed this house along the lines of the type of elevator indicated by their clients.

The elevator here represented is being built for Quisenberry & Holmes at Union, Logan County, Ill., on the Illinois Traction System, ten miles north of Lincoln, Ill. The equipment is nothing out of



STUDED ELEVATOR FOR QUISENBERRY & HOLMES, UNION, ILLS.

deduction according to Chicago Board of Trade rules, he would subject himself to all the penalties of the act. The passing of title is not a matter of consequence, so that the legislature may be said to have been concerned with property rights in things with a local situs (location). No doubt executory contracts (or contracts yet to be performed) made in violation of the act would not be enforced; but executed contracts are effected no further than that the seller may recover treble the portion of the price withheld. The title to grain delivered pursuant to the sale is not disturbed. The statute is leveled at the conduct of a purchaser toward a seller in the matter of figuring and paying the sum due on a personal obligation; and criminality no more depends upon the situs (location) of the property, or of the various features of the transaction giving rise to the obligation, than if it were a statute to punish short changing. This being true, all questions of the conflict of laws go out of the case.

the ordinary other than the power, which is electricity and which is furnished by the Illinois Traction Co., or McKinley System of electric interurban lines. The power is derived from a 15-horsepower Fairbanks D. C. Motor, which is located in the cupola, power being transmitted to the countershaft by means of Peerless V Belting, a comparatively new but very efficient belt.

The other equipments of the elevator are a Richardson Automatic Scale, two stands of elevator legs, two dumps and two Union Iron Works Suction Fans.

"The successful cotton bulls will ultimately turn to wheat and corn," says E. W. Wagner. "Outcome of December short interest at Chicago and Minneapolis still the main factor. I am a firm believer in the permanence of the 'dollar level.' The mills are grinding a tremendous hole in the much-advertised burdensome spring wheat crop. The world's visible totals do not cast a 'Hallowe'en scare' over



those who remember the recent end of crop year scarcity in all countries. A terrific world's visible total will be necessary to outlast the crop year. The United States farmer will insist on his price, regardless of foreign considerations."

[For the "American Elevator and Grain Trade."]

### THE SOYA BEAN.

BY G. O. DELL.

It was George Patten who called attention, on returning a few weeks ago from the Far East, to a new agricultural product which is entering into the international trade in a way to make it of some consequence to the linseed trade and to shippers of oil cake and similar feed products to Europe. This new commodity is the Soya Bean, of which Manchuria became an exporter in 1908, even to Europe and Great Britain. Since Mr. Patten's mention of the Soya Bean in this connection, the bean has been brought directly to the attention of the Western world, England more particularly, by Milling of Liverpool, which has devoted considerable space of late to what it terms "A New British Industry," the articles in question considering the Soya Bean not merely in its capacity as an oil producer, but as a forage plant and also as an article of human food in the form of fine flour.

The Soya Bean (called also Soy Bean and, incorrectly, the Soja Bean) (*Glycine hispida*), is a leguminous plant of southeastern Asia, native in the wild state in the region from Cochin China to the south of Japan and in Java. In the East it has been cultivated from very ancient times and has become a valuable article of food, having been used as such in China for centuries, even before the time of Confucius (B. C. 551-478). As a botanical curiosity it was taken to England in 1790; but it has been only about thirty-five years since it began to attract any attention in Europe as a valuable plant. In 1878 Prof. Haberlandt gave to the world the results of three years of study of the plant and its products in Austro-Hungary and urged its cultivation as food for man and beast. Little attention was paid in a practical way to his work, however, for after his death, which took place in the same year, the interest flagged, and the Soya Bean failed to obtain the place as a staple crop which he prophesied for it. In our own country the plant has been cultivated tentatively in the South for many years and during the past twenty years has received some little attention as a forage (catch) crop. In Europe the bean began to attract notice only after the close of the Russo-Japanese War, when the crop began to be developed extensively in Manchuria. The bean had constituted an important part of the Japanese army dietary, and it was noted especially that Soya Bean-fed soldiers recovered from their wounds with remarkable rapidity.

With the return of peace the culture of the bean became an important agricultural industry in Manchuria, and by 1908 a very considerable surplus was available for export, which went out by the ports of Antung, Tatungkow and Dairen, as well as through Vladivostock, the latter being a considerable shipper that season. Up to the middle of last August the imports of the bean, crop of 1908, from Manchuria by Great Britain alone were estimated at 300,000 tons. The American consul at Newchwang writes that the yield for Manchuria for 1908 was estimated at between 40 and 50 million hundred-weights, but this is only a guess. The new crop is harvested in September, but no definite information as to the outturn or the probable quantity available for export for 1909-1910 is at hand, but it is estimated that there will be from 1,000,000 to 1,200,000 tons for export. It is reported abroad that several cargoes of the Soya Bean crop of 1908 went forward to New York to make oil for the toilet soap industry, but the Bureau of Statistics does not separate them from other "beans."

The principal use to which the bean has been put in Europe is the manufacture of oil and cake and meal for feed. The oil is of good color and flavor, and being edible is used in the manufacture of margarine and similar food products, as well

as in the production of fine toilet soaps and paint oils. In the East, however, it is mostly used for food. In Japan the chemists extract the casein, using it as a substitute for milk, making with it a so called vegetable milk which the Java Times says is a popular drink among the poor of Java and Japan. The beans are first soaked and softened and then boiled in water, giving a weak-colored liquid which is strained before use. In China and Japan the beans are boiled and then wrapped in straw and allowed to ferment in a warm, moist atmosphere, the product being a thick viscid mass with a peculiar but not putrid odor that is called "Natto." Tofu, or bean cheese, is a variation of the "vegetable milk." The composition of the "milk" is remarkably similar to that of cow's milk. It even becomes covered with a film resembling cream. Miso is another dish of cooked beans rubbed to a thick paste and fermented with rice wine ferment. Shoyu, however, is the most popular form of the bean in Japan, when used as food, and gives its name to the bean itself. Shoyu is a sauce prepared from a mixture of cooked and pulverized beans, roasted and pulverized wheat, wheat flour, salt and water. The mass is fermented

white bread making." Other baking tests were not quite so successful. A larger proportion of Soya flour gave a loaf that rose well but eventually collapsed, the resulting product being heavy and sticky; while in combination with the brown meal used for "brown bread" by the English baker, it was a failure, the combination of the wheat meal with the oil of the Soya being against the production of a light loaf. It is said to have been used in Germany in combination with rye flour for the characteristic "black bread" of the Germans, but the outcome of that test is not reported.

The chief use of the bean in the West will probably be the making of oil and cake, and British imports have all been used for that purpose, with such success that two large Liverpool firms now have their agents in Manchuria to get into touch with the trade there. Advices to London early in September quoted a price of £2, 1s, 8d (\$10.13) per ton against \$14.59 last year. Add to this \$15.72 for cost of putting on board at Vladivostock and freight, we have \$25.85 per ton Liverpool. As a possible contingency of a block on the trade, an American consular report, paraphrased by the Oil, Paint and Drug Reporter, says that, "So substantial



ELEVATOR OF A. G. SMITH, UNION HILL, ILL.

with rice wine ferment in casks for from one and a half to five years, being very frequently stirred; the product is a moderately thick brown liquid, in odor and taste not unlike a good quality of meat extract, though perhaps a trifle more pungent. The process of fermenting the beans breaks down more thoroughly the cell walls and other carbohydrate material, rendering the cell contents more accessible to the digestion juices, while also developing the peculiar and pleasant flavors of the fermented products, Natto, Miso and Shoyu in particular. The use of the Soya Bean explains, perhaps, how the deficiency of protein in the Japanese diet of rice exclusively without meat (as understood in the West) is made up by the consumption of large quantities of Shoyu, Miso and other soy-beans products, which are eaten by the rich and poor at every meal.

In England within the past few weeks, according to Milling, much interest has been taken in the Soya Bean by the flour miller; and a milling firm at Hull has gone so far as to recommend that the Soya flour be mixed with wheat flour in the proportion of one to four respectively. Milling had a loaf prepared from such a mixture, and says: "After baking it was seen that the top broke but the crumb was not all that could be desired. The flavor of the bread was superior to that of the average brown bread. The Soya flour cannot be bleached; therefore, it would not be suitable for

has become the demand for the bean in Europe, the Chinese authorities, alive to trade possibilities, have proposed an export duty in order to encourage the manufacture and export of oil and by-products in and from their new country. If a tax of this kind becomes operative, and is made high enough to be effective, it may spoil a highly remunerative crushing business in the United Kingdom." Of course, Chinese crushing plants are crude and wasteful affairs at present, but they can be improved.

### AN ILLINOIS ELEVATOR.

The elevator shown in the picture is that of A. G. Smith at Union Hill, Ill., one of those comfortable utility houses without any "frills," but holding 22,000 bushels and moderately equipped. The size is 26x48 feet by 25 feet high. There are two shipping bins and six storage bins, all hoppers. And grain is weighed in on a Fairbanks Dump Scale. The house handles from 300,000 to 600,000 bushels per year; and one man can do all the work about the place; which is "not so bad."

The Minnesota bushel-tax of 1c on grain in elevators has yielded the state this year a little over \$34,000 in cash. Under the old ad valorem system about double that amount of tax was collected annually.



[For the "American Elevator and Grain Trade."]  
**THE PROPOSED FEDERATION vs. THE  
 NATIONAL ASSOCIATION.**

BY L. C. BREED.

Referring to the recent conference at Chicago of delegates from the various boards of trade for the purpose of taking the initial steps toward forming a national association of such bodies—while the matter is in a tentative shape, yet as the response to the call for this conference was very general, and as there was a great deal of enthusiasm manifested during the two days that were spent in Chicago by the delegates, it is safe to predict that, within a reasonable time, the movement will be crowned with success. This being the case, the question naturally arises, "Is there still sufficient warrant for the continued existence of the Grain Dealers' National Association?"

It is, of course, well understood that a large percentage of the members of the Grain Dealers' National Association are members of various boards of trade, and that the main object which they had for joining this association, attending its meetings and generally interesting themselves in the welfare of the association, arose from the desire to assist by means of a national association, the promotion of matters of mutual interest to shippers and dealers; also, to inaugurate and enforce measures that would secure uniform practices throughout the country in this line of business.

It is further well known that there are a good many parties who are identified with the Grain Dealers' National Association who are not members of any board of trade, and in some sections could not be, for the reason that their membership is limited to a certain number and is already practically filled.

Again, it is well to recognize the fact that there are many Eastern retail grain men who are members of the National Association of grain dealers who are not interested in some questions that would be of importance to boards of trade, and even if they had the opportunity of joining boards of trade would not do so, merely for the purpose of being identified with the national association of boards of trade.

The members of various boards of trade would not be likely to commit themselves to any individual expression of opinion, at least not publicly, that could be construed into antagonism toward the Grain Dealers' National Association. In various states there are state grain dealers' associations and the National Association is practically the means which these state associations have for bringing about concerted action on matters of general interest.

Referring again to the matter of a national association of boards of trade, while the Middle West was largely represented and full of enthusiasm for the project, the Eastern exchanges were very meagerly represented, in fact mainly by parties who happened to be in Chicago on personal business. Of course, the distance and expense had something to do with non-attendance and it was at a season of the year when they would naturally be very busy. It is likely, however, that they would come into such an association and give their support to it.

The writer has, during his connection with the trade, always done everything in his power to forward and extend the idea of association of parties connected with the business, both state and national. The question of the maintenance of two associations, covering pretty much the same field, is to be carefully considered, because there is an expense for the maintenance of such associations, and time and money spent in attending the stated meetings.

A new 100-day corn has been perfected in Minnesota called "Minnesota No. 23," a white cap yellow dent. It was selected in 1903 at university farm at St. Anthony Park, from three or four hundred others for its high yield (an average of 36 bushels of shelled corn per acre) and its early maturity, ripening in less than 100 days. Tests at

the northern trial stations also have shown its superior qualities. At Aitkin, Carlton, Grand Rapids, Erskine, Frazee, Wadena, Osakis, Crookston, Bemidji, and other points, where it has been tested in a thorough manner, No. 23 has matured and given promise of better performance the longer it has been grown. In 1907, 1908 and 1909 the surplus seed grown at the University Farm was distributed to farmers in Northern Minnesota. There are therefore many who have a supply of seed for sale.

**E. W. KNEELAND.**

The "Peaveys" are fond of working their employes "up from the ranks." All great corporations have "room at the top"—there is never a surplus of material that can be made the "head-stone of the corner." It is hard enough to find good material in the ranks; it is still harder to bring it in from outside the business; and so, as has been said, the Peaveys, both because they have always treated their people well and because their own people best know the company's methods and aims, have delighted to make use of their own employes in higher



E. W. KNEELAND.

places as rapidly as they are ready for the increased responsibility and there are vacancies.

E. W. Kneeland, now general manager of the British American Elevator Company, Limited, of Winnipeg, is, as may be inferred from the above foreword, largely a product of Peavey training. Securing employment as a helper with the Brooks Elevator Co. at Park River, N. D., in 1889, for the purpose of learning the grain and elevator business, Mr. Kneeland the next year was given an advance by being promoted to be agent of the same company at Grafton, N. D., and remained with the company until its plant was sold to the F. H. Peavey & Co. in the summer of 1897.

The latter company in reorganizing the Duluth business became the Duluth Elevator Company, but Mr. Kneeland remained two more years at Grafton before a traveling superintendent was wanted; then he was promoted. In this position his real abilities began to find play, and about three years later he was again promoted to the position of general manager of the company, with headquarters at Minneapolis.

In the year 1906 the parent company, F. H. Peavey & Co., of Minneapolis, became interested directly in the great wheat movement of the Canadian West, and so organized the British American Elevator Company, Limited, to extend their business upon the Canadian side of the international boundary; and in looking about for a general manager what

more natural than to see Mr. Kneeland, who thereupon resigned as general manager of the Duluth Elevator Company and became general manager of the British American Elevator Company, Limited, at Winnipeg. In addition to this general-manager-ship Mr. Kneeland is also vice-president and general manager of the Port Arthur Elevator Company, lessees of the Canadian Northern Terminal at Port Arthur and so operators of the largest grain elevator in the world, having a storage capacity of several million bushels.

The British American Elevator Company is now operating 92 elevators in the Canadian West, all of which, with the exception of seven, have been built by the company during the past three years. Naturally the Company has great faith in the future of this country; and Mr. Kneeland, out of his own experience, is still firm in the belief that "there are still good opportunities for advancement for any one desiring to enter into the grain business."

**PREPARING FOR A CANAL.**

It has been discovered by friends of waterways that a waterway is of little use as a carrier without docks and public landing places for the use of boatmen; and in order to provide such facilities for boatmen using the Erie Barge Canal when finished, the legislature of New York has created the Barge Canal Terminal Commission which in October had its first public hearing for the purpose of obtaining information.

Welding Ring, as its president, represented the New York Produce Exchange, who said, as reported by the Journal of Commerce, that the Produce Exchange feels that the railroads have driven much grain trade away from New York by their rates and differentials, and that the Barge Canal is expected to right this wrong. Terminals, he said, must be near where freight originates.

Mr. Henry B. Herbert of the Canal Commission of New York enlarged upon this idea in his address by saying that, "in the general discussions had in relation to the terminal requirements for east and westbound barges, the sub-executive committee of the Canal Association of Greater New York found that the terminal needs of the westbound carrier greatly exceeded that of the eastbound boat. This situation arose from the character of a westbound cargo, which was largely made up of all kinds of merchandise in package form—a very large commerce that has its origin within the limits of the metropolis and is delivered by trucks to the pier. This traffic pays a very much higher freight than is obtained upon eastbound cargo, and the revenue from it is a great factor in the earnings of a round trip of a boat. To eliminate the ability of the canal to compete with its rivals for this tonnage will at once heavily handicap the canal carrier, and the low freight rate which the people of the state and city of New York expect to enjoy from the operations of the Barge Canal either east or westbound will not materialize. In fact, in order to reach a minimum low freight rate the interests of the westbound canal carriers must be carefully considered.

F. M. Lawrence, secretary of the Erie Boatmen's Union, said that terminals must be located to prevent the necessity of moving over the same route more than once in order that port charges may be kept down to the minimum.

Lowell M. Palmer, a land owner interested in a certain terminal scheme, put the case in this way, barring out the claims presented for a given location:

The harbor of New York is rapidly reaching a crowded and congested condition, particularly in the North River, and any terminal to facilitate prompt and rapid handling of freight must be a continuous system of waterfront property and warehouse facilities combined, similar, say, to the enormous system of warehouses in the free port of Hamburg.

The terminal facilities of a railroad are almost as important as the building of the railroad itself; for the ability to dispatch freight when it reaches destination makes earnings for rolling stock, increases the value of the investment in equipment, and either reduces or increases the entire value of the railroad. This fact has become so apparent to the railroads that it has led to the enactment



of laws stipulating the time that shall be allowed consignees for the unloading of cars, and prescribing the amount of demurrage per day that consignees shall pay if they exceed this limit. But no demurrage charge can properly compensate a carrier for the loss it sustains when the unloading of its traffic at terminal points is delayed. The present arrangement is a compromise measure, designed to protect equally the rights of consignee and of carrier. If the time for the unloading of cars could be shortened one-half it would double the value of all railroad securities.

What is true of railroads will be just as true of the canal, with the difference that the railroads own the cars while the boats plying on the canal will probably be owned by private parties, mostly captains and men of small means, who will depend solely upon this traffic as a means of livelihood, thus making delay in unloading a burden on them which the public must finally pay.

It is therefore incumbent upon the Commissioners to provide at the outset such terminal facilities as shall ensure the largest possible traffic during the about seven months out of the twelve that water transportation is possible. Warehouse and elevator facilities owned by the state—with reasonable handling charges—should be provided ample for the carrying of grain and other merchandise that is transported through the canal in summer and not consumed or exported until late in fall or winter. If New York is to maintain its supremacy it must be like London—a storehouse for all kinds of merchandise, and not merely a halfway station between the West and the outside consuming world.

Many locations for terminals were presented to the Commission, but with them we had nothing to do.

### H. A. WROTH DEAD.

H. A. Wroth, for six years secretary of the Baltimore Chamber of Commerce, shot and killed himself on Sunday morning, October 17, at his country home at Vanbibber, Harford County, apparently as the result of a nervous breakdown caused by worry about financial matters. The shot was not immediately fatal, death taking place about twelve hours after he had shot himself in the region of the heart. Mr. Wroth had not been at his desk at the Chamber since July 14 last, having since been unable to work; and it is thought he was needlessly anxious about his tenure of office after so protracted an absence from duty.

Mr. Wroth was a native of Baltimore, and was born on August 30, 1854, being the son of Wm. G. Wroth. His first occupation was as clerk for Tyson & Co., millers, but for thirty years he had been connected with the Chamber of Commerce in one capacity or another, during the past six years having been its secretary.

The country place that was the apparent cause of Mr. Wroth's troubles was at Vanbibber, Harford County, at some distance from Baltimore on the B. & O. R. R. There are about 100 acres in the property, which is estimated to be worth about \$15,000, although a considerable sum is needed to put it into condition for profitable farming. The place was heavily mortgaged and had been advertised for sale at auction on October 11, but the sale did not take place for reasons unknown to the public, although several bidders were present.

Charles England, president of the Chamber of Commerce, in an interview by a local paper, said:

"Mr. Wroth was undoubtedly a man of great ability and an authority upon grain statistics. For this work he had had an excellent training, having been with the Chamber for 28 years. I can assign no other cause for his death than worry over his financial condition, although I do not quite understand why he should have been in difficulties, as the secretary receives a liberal salary. Mr. Wroth need have had no fear of losing his position, and there is nothing, as far as I know, in the story that he was to appear before the board of directors. He had received no orders from the board or the executive committee. We had told him to come in whenever he could, as was perfectly natural, but there was no further forcing him to come back at once. As a matter of fact, we have always taken good care of our employees and as may be judged from the fact that Mr. Wroth had been drawing his salary since July, although absent all that time."

Mr. Wroth is survived by his widow, Mrs. Isabelle Wroth, and five children; one son, Paul K. Wroth,

an employe of the Baltimore Sewerage Commission, residing in the city; and four daughters, Mrs. W. B. Ford and the Misses Rose, Helen and Belle Wroth.

### OHIO GRAIN DEALERS MEET.

About 150 of the best grain dealers of Ohio met at the Chittenden Hotel, Columbus, on October 26 on the occasion of the regular fall business meeting of the Ohio Grain Dealers' Association.

President H. W. Robinson of Green Springs called the morning session to order at 10:30 a. m. and in the absence of Governor Judson Harmon an address of welcome was made by his secretary, George S. Long.

A. P. Sandles, secretary of the State Board of Agriculture, then made an address in which he recommended that the grain men cooperate with the farmers in all ways possible with the view of promoting larger and better crops throughout the state.

President Robinson announced that they would take up the discussion of the corn situation, which is the principal business of the fall meeting.

E. T. Custenborder, Sidney, president of the Miami Valley Association, said that in his territory there was an increase of 10 per cent in the yield over last year. The quality was much better than a year ago and the large amount of soft corn would necessitate careful handling.

M. T. Niezer, Ft. Wayne, Ind., made a report for the Northwestern Ohio Association. He said reports showed an average of 14 per cent more acreage than last year and 16 per cent less yield per acre. The yield was estimated at 39 bushels per acre against 48 bushels last year. Grain men should not urge farmers to bring in corn too soon.

E. A. Grubbs, Greenville, Ohio: At a meeting of grain dealers at Zanesville last week it was the general opinion that we should not handle the new crop of corn before November 8. Personally, I do not think it will be ready to ship before the 15th.

Emery Thierwechter, Oak Harbor: We have a good deal of soft corn; in general the quality is not so good as last year.

W. B. Foresman, La Fayette, Ind: In our territory the dealers have never bought as much corn as they have this season. Farmers have sold very largely and we have contracted at 45 and 48 cents.

Mr. Niezer spoke against the custom of contracting with farmers for future delivery. He said he had noticed that farmers who came from Illinois were imbued with the spirit of speculation, but Ohio farmers did not do business that way, nor did he think it a good plan to introduce it.

Mr. Foresman said they had never had any trouble with farmers failing to fill contracts.

Mr. Robertson supported both speakers. He said in Indiana the climate favored early maturing of corn and the practice of contracting with farmers was probably all right, but he did not think it a good plan in Ohio.

Willis Jones, Mt. Sterling: In Madison county we have a corn acreage 20 per cent greater than last year, with an average of 10 to 15 per cent greater yield. I think quite a little will go 75 to 80 bushels to the acre, and that it can be shipped safely by November 15.

H. S. Grimes, Portsmouth, Ohio: I believe that the only outlet for early corn is for export. The local demand is not in the country as it was last year. Virginia has an enormous crop of corn and so has West Virginia. I am considered an optimist as regards the early delivery of corn, but we want to be very careful this year. The hill corn will be ready to ship early, but the low corn will not. You must buy your corn so that it will go to the seaboard.

F. F. Collins, Cincinnati, Ohio, said that corn coming into Ohio was arriving in very poor condition and that the Southern territory would have a surplus to export this year.

P. S. Goodman, Chicago: Our reports from Ohio indicate an average yield of 40 bushels to the acre, making a 160,000,000-bushel crop against 150,000,000 bus. last year. The cotton crop will be small and there will be corn needed for the South. The

moisture percentage in corn in the Central States is greatly in excess of last year.

L. W. Dewey, Blanchester: I have made a few moisture tests and much to my surprise each one showed less than 20 per cent moisture. I cannot believe that corn at this time shows such a small per cent of moisture, considering how much moisture we have had. The shipments of corn from our territory will be 5 times as large as last year.

An adjournment was then taken for luncheon.

### AFTERNOON SESSION.

President Robinson called the afternoon session to order at 1:30 and appointed the following committee on resolutions: L. W. Dewey, A. Mennel, E. A. Grubbs.

Col. C. E. Groce, Circleville: Corn is not in good condition yet. We will have a good crop if we let it dry out.

E. W. Seeds, Columbus, Ohio, said it might be well to figure out what it would cost to handle damp corn and distributed the following table:

#### DRYING CORN.

The table below gives the percentage of loss in weight as compared to the reduction in moisture of corn containing 25 per cent of moisture as determined by the U. S. Department of Agriculture. With the aid of this table you may easily ascertain what it will cost to handle your damp corn in this market.

We expect to use this table in figuring discounts in all new corn containing 22 per cent to 25 per cent of moisture.

Reduction in Moisture.		Loss in Weight	
1	Per cent	1.31	Per cent
2	Per cent	2.60	Per cent
3	Per cent	3.85	Per cent
4	Per cent	5.06	Per cent
5	Per cent	6.25	Per cent
6	Per cent	7.41	Per cent
7	Per cent	8.54	Per cent
8	Per cent	9.64	Per cent
9	Per cent	10.75	Per cent
10	Per cent	11.75	Per cent
11	Per cent	12.79	Per cent
12	Per cent	13.79	Per cent

Continuing Mr. Seeds said the only car of new corn they had handled had 23 per cent of moisture in it. It would not do to handle this at all. He thought the proper way to do was to handle all corn that was ready for market without waiting for the neighboring farmer whose corn was not ready. He said also that dealers should pay full value for good corn and discriminate against the poor. On the subject of contracting with farmers Mr. Seeds thought the practice a good one and gave his reasons therefor.

Mr. Grimes said that in a majority of cases there would be five farmers who had dry corn and forty whose corn was not ready to handle. If you accept the corn of the five, you will antagonize the forty whose corn is not ready. I think therefore that you will do yourselves more harm if you take the corn of the five than if you wait until it is all ready to be handled.

A discussion followed on the question of contracting with farmers for future delivery, but the experience of almost all was that it had been unsatisfactory and is not a wise policy for Ohio dealers.

Prof. McCaull of the Ohio State University was introduced and told what they were doing to improve the corn in Ohio through better seed selection and securing a particular seed for a particular soil.

Prof. Goddard of the Corn Improvement Association made an address.

Prof. Shoesmith said the next Corn Show would be held in Columbus in the second week in January and asked the cooperation of the grain dealers to help make it a success.

E. H. Culver, Toledo: It gives me great pleasure to be here at your thirtieth anniversary. I have lectured before farmers all over this state and I must say to you dealers that seven-eighths of your troubles are your own fault. You pay the same prices for good or for frost-bitten corn. Discriminate and grade your stuff at the door. If you send your grain to market you get just what it is worth. I notice you frequently load your corn with fine



dirt. It is almost certain to ferment and then you have hot corn.

A. Mennell, Toledo, Ohio: We should abandon the method of buying grain by the bushel and instead buy by the 100 pounds. If you have a wagon load of wheat you first weigh it and then reduce the pounds to bushels. Nobody knows the number of pounds to a bushel in all the states. Flour ought to be sold on the 100 pound basis. It is time that grain men and millers commence buying and selling by the 100 pounds.

L. W. Dewey of Blanchester read the following report of the committee on resolutions:

#### THE CENTAL SYSTEM.

Resolved:—That grain of every kind should be bought and sold upon a basis of 100 lbs. instead of a bushel; in other words, we favor the substitution of 100 lbs. for the unit of measure instead of the bushel in the handling of all farm products.

#### MAINTENANCE OF EXPERIMENT STATIONS.

Resolved:—That we believe the state of Ohio should appropriate at least as much money for the maintenance and support of agricultural colleges and schools, for experiment stations and for the dissemination of useful information to the agriculturalists, as is spent upon the canals of the state.

#### UNIFORM GRADING OF GRAIN.

Whereas:—The Grain Dealers' National Association has adopted rules for the grading of grain and is now endeavoring to secure their adoption by the different commercial exchanges and by the states having state inspection of grain; and

Whereas:—The National Hay Association in 1894 adopted rules for grading hay, notwithstanding the general adoption of these rules in nearly all hay markets, the lack of uniformity is as marked now as then; and

Whereas:—While it is desirable to have uniform grades, it is vastly more important to secure uniform inspection, to the end that the application of the rules shall be the same in all markets and sections and more especially to eliminate the present differences between in and out inspection; therefore, be it

Resolved:—By the Ohio Grain Dealers' Association in convention assembled that we do not favor Federal inspection, but instead advocate the organization of a National Bureau of Inspection which shall consist of three members, who shall be selected, one by the Grain Dealers' National Association, one by the National Hay Association and one by the Millers' National Federation. This Bureau should have power to employ a chief inspector and to arrange for such traveling and local deputy inspectors as may be found necessary, to fix the fees and make such other regulations as may be found necessary or desirable. We believe such a system of inspection will honestly and efficiently protect all interests, whether shipper, receiver or miller, and quickly bring about practical uniformity in all markets, and

Resolved:—That copies of this resolution be sent to the Secretaries of each of the three Associations herein named with urgent requests that the Associations take action thereon either in convention or through their Boards of Directors, at the earliest possible dates.

#### THANKS.

Resolved:—That we extend to the officers of the Ohio Experimental Station a vote of thanks for their excellent talks on "Corn Improvement."

The report was adopted in its entirety with the exception of the clause referring to hay, which was stricken out.

J. P. McAllister moved that the resolution referring to the organization of a National Bureau of Inspection be referred to a committee of five to consider and report at the annual meeting.

The president appointed to serve on the committee: L. E. Curless, Lima; Grant McMorran, St. Paris; Emory Thierwechter, Oak Harbor; C. S. Buhmyer, Rockford, and E. W. Seeds, Columbus.

The convention then adjourned, sine die.

#### COLUMBUS NOTES.

Machinery representatives were B. D. Heck of Philip Smith Mfg. Co., Sidney, Ohio; A. S. Garman, with Huntley Mfg. Co., Silver Creek, N. Y.; G. T. Burrell of Burrell Engineering & Construction Co., Chicago.

Terminal markets were represented as follows: Fred Mayer, K. D. Keilholtz, H. L. Goemann, A. Mennel, John Wickenhisser, E. H. Culver, Toledo; A. T. Ward and Basil Burns, Buffalo; P. M. Gale, F. F. Collins, Charles Van Lennen, T. E. Fleming, E. F. Dennis, Cincinnati; H. M. Strauss and A. Abel, Cleveland; P. S. Goodman, Chicago; J. A. A.

Geidel, R. A. Sheets, Jos. A. McCaffrey, H. G. Morgan, W. C. Hodell, F. L. Davis, J. R. Johnston, Pittsburg; H. E. Elgert, Baltimore.

Dealers in attendance included: H. W. Robison, Greensprings; E. A. Grubbs, Greenville; C. E. Groce and J. F. Bales, Circleville; C. S. Behmyer, Rockford; Alden Beatly, Kings Creek; Earl Bear, Hicksville; L. W. and J. S. Dewey, Blanchester; Joe Coppock and H. R. Brown, Fletcher; C. L. Curless, Lima; John Duncan, St. Paris; J. S. Dewese, Yorkshire; H. S. Heffner, Circleville; C. E. Jenkins, Norwalk; Harry Kress, Piqua; C. S. Littick, Dresden; Grant McMorran, St. Paris; Frank McDowell, Bloomington; W. B. Oglesber, Wilmington; Willis Jones, Mt. Sterling; W. H. Persinger, Sidney; C. N. Adlard, Piqua; Myron Silver, West Jefferson; E. A. Powers, Genoa; Geo. E. Stevenson, Rosewood; J. W. Simmons, Pemberton; J. C. Spurrier, Marysville; Elmer Sheets, Botkins; J. C. Wons, Maplewood; R. H. Watson, Old Point; E. T. Custemborder, Sidney; Morris Neizer, Monroeville; Emory Thierwechter, Oak Harbor; E. J. Norton, Greenfield; J. A. Crawford, Washington C. H.; H. O. Tows, Prospects; J. McAlister, E. W. Seeds, J. W. McCord, Ed Stritmatter, Columbus; W. B. Foresman, LaFayette, Ind.

#### CHANGED OWNERSHIP.

The Corning Elevator, at Corning, Kan., had been owned for many years by L. Cortelyou, one



THE CORNING ELEVATOR.

of the best known grain men of the Sunflower State, both in and out of Kansas. Within the past thirty days, however, Mr. Cortelyou has sold his interests and good will there to W. E. Lukens, J. T. Sanders and J. E. Robinson, who have organized and will operate as the Corning Elevator Company. This new company will handle grain and feed as well as live stock. J. E. Robinson, an experienced grain man, will be manager of the grain side of the business.

First car of this year's crop at Toledo was received on October 25. It graded No. 4 yellow, being very damp and dirty. Moisture test was 20.4. It came from northwestern Indiana. The first car last year was received October 3, graded sample yellow and had moisture test of 28. It was from northwestern Ohio.

The Great Northern Elevator at Duluth on October 9 put 336,000 bushels of wheat into the steamer G. A. Tomlinson of Duluth in four working hours, says the Tribune. "That is the greatest amount of wheat that was ever put into a vessel in the same space of time. The ship was under the spouts at 8:30 o'clock in the morning and she was loaded at 1:30 in the afternoon. Loading was suspended for one hour at noon, which makes the actual working time four hours. The vessel was loaded at the rate of 84,000 bushels an hour, or 1,400 bushels a minute, or 23½ bushels per second. It is not very long ago that 1,000 bushels a minute was the maximum record for loading out grain into ships at Duluth and Superior. The record in loading the Tomlinson is the best yet, and may stand for some time to come."

#### PELLAGRA IN THE SOUTH.

Reports were made recently to the Public Health and Marine Hospital Service upon pellagra as it exists in the states of Florida and the Carolinas.

A marked increase is shown by the report from Wilmington, N. C., but the type of the disease is much milder than formerly, now more nearly resembling that found in Italy. Since June about forty cases of the disease have come under the observation of the physicians at Wilmington, with three or four deaths reported as being due to this cause.

Eight cases of the disease, all fatal, are reported from Beaufort, S. C. Surgeon Moorer, at Georgetown, S. C., reports that in the last five years six cases have come under his observation, five of which completely recovered, while the fate of the sixth case was not known. The majority of these cases were negroes between the ages of twenty and forty years.

From Jacksonville, Fla., Surgeon McGinness reports that he has one case of suspected pellagra in that city. The patient, who is from Atlanta, Ga., has been under supervision since May. No cases are known to have occurred this year in Florida, except possibly a case now being investigated at Hampton Springs.

#### EXPERTS MEET AT COLUMBIA.

On November 3 and 4 there was a meeting of pellagra experts at Columbia, S. C., to consider this baffling disease concerning which medical authorities know but little, either of its etiology or its cure. It was for the purpose of throwing light, if possible, upon "pellagra" that experts on the disease from this and other countries assembled in attendance upon the National Pellagra Conference. Indicative of the interest in the disease is the fact that from what was at first proposed as a purely local gathering of physicians for the discussion of pellagra, the Conference developed into one of national and international character. The Federal Government was represented by officers from the Public Health and Marine Hospital Service and the Army.

Among the first day's papers was one by Dr. F. M. Sandwith of London, England, Gresham professor of physics, which was read by Dr. J. W. Babcock. Dr. Sandwith in his paper said:

"In spite of denials from American authorities on medicine, I have always suspected that pellagra might exist, unrecognized, in the South, and at one time I requested my friends to put me into communication with the poorest folk of the maize-eating districts. In April, 1905, I had the good fortune to be at Boston, Mass., during an epidemic of cerebro-spinal meningitis; and the very first patient whom I saw at the City Hospital by the courtesy of Dr. C. F. Withington, was an Italian emigrant, who also displayed a well-marked pellagrous eruption. This leads one to wonder whether the United States Public Health and Marine Hospital Service officers who examine the emigrants at Naples and other Italian ports should not include pellagra among the prohibitory diseases.

"Now that the diagnosis of pellagra has been firmly established in so many states, it might be well to institute compulsory notification of the disease as at least a temporary measure. In Italy there has been a law to that effect since 1888. I would recommend that agricultural laborers should be examined in the states where pellagra is known to be prevalent, such as Georgia and North and South Carolina.

"The treatment of early pellagra cases without mental symptoms can be successfully accomplished by putting the patient on a liberal diet, excluding maize, and by ridding him of the hook worms which are so often co-existent: but the pellagrous symptoms return if he is allowed to resume a diet of musty maize. Italy, by preventive measures, has since 1888 reduced the mortality of pellagra from 3,483 to 1,635, though during the years 1883 to 1907 the maize area under cultivation has increased from 5.79 to 6.33 per cent of the whole country. This points the moral that it is quality, not the quantity, of maize which is at fault."



On the second day it was declared that not alone corn and the ordinary products of food made of that cereal, but the distilled spirits of that grain, corn "licker," plays an important part in the cause of the dread disease pellagra, and this belief was expressed by more than one of the distinguished physicians in attendance. Among the professional men who are investigating what in this country is considered a "new" disease, there is a growing conviction, according to several of the speakers, that pellagra already is ravaging horses, cows, hogs, etc., as well as human beings.

At the evening session of November 4 a permanent organization to be entitled the National Association for the Study and Prevention of Pellagra was perfected and then the first Conference came to an end.

"While we regard Mr. Rockefeller's princely gift for the eradication of the hookworm at its true value, we say \$1,000,000 for the battle against the disease of pellagra would be far more valuable," declared Colonel E. J. Watson, South Carolina's Commissioner of Agriculture, Commerce and Industries, in an address to the Conference; and he added that not only the Federal Government but the consuming states as well must put into force a rigorous inspection of corn and corn products whose impurities are believed to cause pellagra. In this view Colonel Watson has the support of the three hundred physicians and scientists who attended the Conference.

"Pellagra as a National Public Health Problem," was the subject of an address delivered by Assistant Surgeon General Kerr of the United States Public Health and Marine Hospital Service, who declared that the occurrence of the disease in this country involves problems that will require the most earnest investigation with the view to their solution.

Dr. C. H. Lavinder of the Marine Hospital Service, Dr. J. W. Babcock, superintendent of the South Carolina State Hospital for the Insane, and Dr. C. F. Williams, state health officer of South Carolina, as well as prominent physicians from Georgia, Louisiana, Tennessee, Illinois, North Carolina and other states, gave to the Conference the benefit of their experience in the treatment of pellagra. An interesting feature of the Conference was the presentation of several patients with well developed cases of the disease.

#### PUBLIC REPORT ON PELLAGRA.

The Public Health and Marine Hospital Service doubts if pellagra is communicated from man to man. It reaches this conclusion in a special report just made public, written by Dr. C. H. Lavinder, and here condensed by the Washington correspondent of the Boston Transcript, the report itself not yet having reached this office. He points out that the disease has arisen and grown to large proportions, apparently like the proverbial mushroom, almost in a single night. All the features of the disease, the report says, give to it an air of strangeness, not to say actual mystery, which has made a strong appeal to the public mind and which has probably, to a certain extent, reacted upon the professional mind. The result of this situation, according to the report, is that in certain communities an uneasy state of feeling, bordering on hysteria, has been produced.

The Marine Hospital Service asserts that there is no real cause for alarm in any community. The seemingly rapid origin and growth of the disease is only apparent, not real. "While there is evidence of the increasing prevalence of pellagra," says the report, "there is also undoubted evidence that the disease has existed here for thirty or forty years, and perhaps much longer. During this time many cases have developed, and the present reports of numbers of patients from various sections of the country very probably mean to a great extent the discovery of already existing cases as knowledge widens and skill in diagnosis develops among a profession hitherto largely unfamiliar with the subject. This may seem strange, but it is in all likelihood a repetition of what has occurred at other times and in other places where the disease has been recognized for the first time."

The mortality, too, Dr. Lavinder asserts, is not as large as the early reports indicated it to be. Treatment likewise is not so hopeless by any means as it would seem to be, and the absence of any specific treatment is too common a fact among all diseases to occasion even comment when the medical profession is dealing with one more in the same class.

In a detailed discussion of the question, "Is pellagra contagious or infectious, or even communicable?" Dr. Lavinder declares that a categorical answer cannot be given. To such a question the answer now must be: "I do not absolutely know." He does say emphatically that he does not believe that a quarantine in connection with the disease is necessary; he asserts that a quarantine would be unjustifiable. "Quarantine of such cases in one way may do no harm, and may be, it can be argued, nothing more than a precautionary measure on the side of extreme safety, but surely this is poor reasoning for the adoption of such radical measures. There are in the United States how many cases of pellagra? The highest figure would place them at about 5,000."

Continuing, the report states that when one comes to consider the statistics of other well known communicable diseases in which quarantine measures are not adopted, there seems no ground whatever for quarantining pellagra. Typhoid fever is pointed to as an illustration. There are probably each year not less than 35,000 deaths in the United States from typhoid fever, which with the accepted mortality rate of 10 per cent, would mean an annual total of 350,000 cases of this readily communicable disease. Yet such cases are not only not quarantined, but, as one can readily imagine, efficient methods for prevention of this disease are not generally applied.

The hookworm disease is another example cited. Dr. Stiles, the report says, asserts that there are 2,000,000 of the Southern rural population infected with the hookworm parasite, among whom there is probably, either directly or indirectly, a very high mortality. The hookworm disease is known to be communicable, and yet that disease is not quarantined. It is almost a platitude to refer to tuberculosis, another communicable disease, with its enormous mortality, and yet is not quarantined.

In considering that very practical question as to whether pellagra results from the use of corn as a diet, the report states that the experience of the medical experts with the disease is too brief and too limited to give their observations great weight. Good corn is a very valuable cereal, says the report, and to advise that the use of all corn as a food for man be totally suspended is not only impracticable but would seem unnecessary. "These are all very practical questions," says the report, "the full solution of which awaits further efforts; but even now the general distinction between good and spoiled corn for most purposes can be very fairly determined."

The report notes the fact in passing that pellagra was unknown in Europe before the introduction of Indian corn; that it is an endemic disease confined, largely at least, if not exclusively, to populations which grow and eat corn and more especially to those who, through force of circumstances, eat poor grades of corn; that by far the great majority of all thinkers and students believe the disease is, in some definite if at present rather ill-defined way, connected with the use of corn as a foodstuff; that the Italian and other authorities, in all their attempts to limit and eradicate the disease, base their measures almost wholly on this theory, and that as an outcome of such measures good results are claimed.

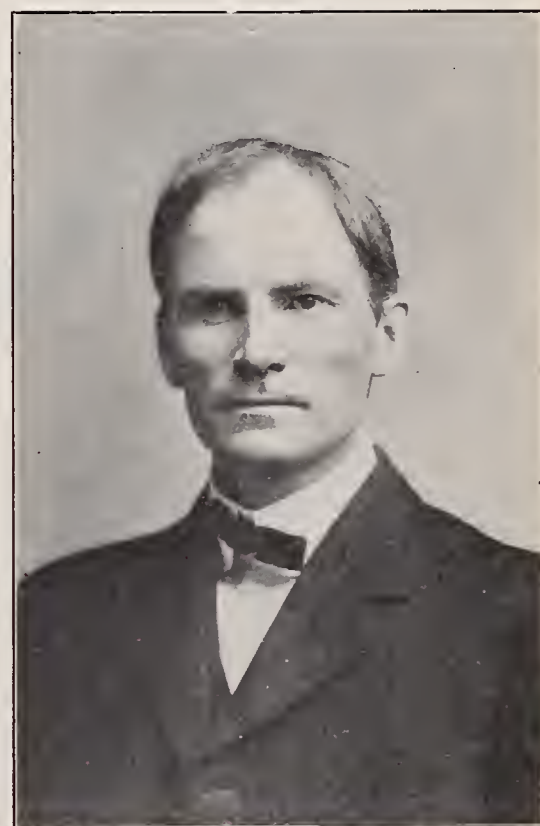
So the conclusion is reached that under all the circumstances and conditions the burden of proof for the present must, it would seem, rest upon those who deny that the disease may be traced to corn.

Quite a number of farmers have this fall put in wagon elevators for unloading corn. Either horse power or gasoline engines can be used to run them. They will handle a sixty-bushel load of corn in three minutes, saving shoveling and making a day's work in the corn much easier.

#### NEW CAUSE FOR LESSENERED WHEAT YIELDS FOUND BY PROF. BOLLEY.

Professor Henry L. Bolley, botanist of the North Dakota Agricultural College, has declared, through a recent press bulletin, that lessened yields of wheat should be attributed to specific crop diseases and not to soil deterioration. The results of Professor Bolley's investigations are given in the following statement:

"For a number of years the writer has been convinced, through his observations, that the lessened yields of wheat upon normally well cultivated but old wheat lands of the Red River valley and other spring wheat areas of the Northwest, are not due primarily to soil deterioration. Chemists and agriculturists have, however, quite generally believed and asserted this to be the fact, and have usually attributed this crop deterioration to a loss of nitrogen, humus and other chemical constituents of the soil. Carefully planned plantings upon both virgin and old wheat soils extending over a number of years and conducted for the purpose of testing the various ideas as to crop deterioration have, each year, resulted in such manner as to convince me that the chief causes of loss of crop are



PROF. H. L. BOLLEY.

not due to lost fertility of soils, but primarily to causes associated with specific crop diseases.

"Our growth seasons are very short, and the time allowed for close experimental work is consequently short. For this reason and because numerous common diseases attack wheat, it has been very difficult to plan experiments of such exclusive nature as to allow one to come to definite conclusions as to the facts involved. It is therefore with no slight pleasure that I am able to announce, with full assurance that our conclusions will hold true, that termed 'flax-sick'; and further, that through the practice of continuous wheating, the soils in many cases have become infected with from one to three or four definite parasitic fungi which attack wheat after the same manner as the flax-wilt fungi destroy the flax crop on old flax fields.

"As yet we are unable to propose as definite methods of treatment of wheat seed and wheat soils as we have in the case of flaxseed, and flax-sick soils, but our results are of such direct nature as to warrant the belief that methods of culture and treatment similar to those advised for the elimination of the flax-wilt fungi from seed and soil will work wonders with most of the so-called worn-out wheat soils of this region.

"Let us be conservative. I do not say that the fertility of some fields has not been severely taxed and thus need a rest, for that specific reason, but that in most cases this is not the case. Proper sanitary methods of handling the soil and seed for the



elimination of wheat parasites will do much to bring future wheat crops up to the old time new land condition of bright straw and plump well filled heads."

Professor Bolley also in his bulletin gives some excellent advice on next year's crop:

"First. Rotate—thus giving the wheat fungi which are known to exist in such defective fields a chance to die out.

"Second. Sow only plump properly-colored seed wheat, for some of the chief wheat parasites infest the kernels of diseased wheat plants internally and are thus carried each year to the next crop. This, in part, accounts for the fact that new breaking now often fails as badly as old soils. (No diseased grain retains a normal color, shape and size.)

"Third. Treat all seed by the formaldehyde method. (The seed from infected wheat crops also carry the spores of the wheat parasites upon the outside of the grains as in the case of smut. This is one of the explanations why the smut treatments have always shown an increase of crop, even though the grain treated was free from smut.) This will prevent sowing large quantities of the spores of the wheat parasites upon uninfested or slightly infected soils.

"Fourth. Avoid using an excess of nitrogen fer-

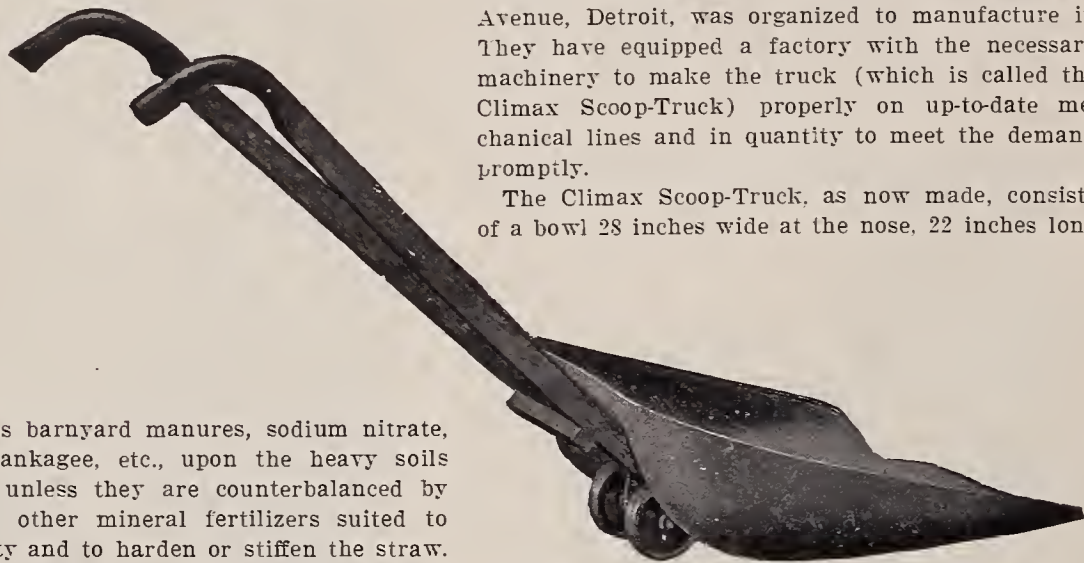
cars of barley, and 104 cars of flax reached the waterfront, making a grand total of 25,196 cars, against 15,884 for the same period in 1908.

### THE CLIMAX SCOOP-TRUCK.

Here is a device that appeals at once through the eye alone to the grain and seed handler who uses the scoop for shifting grain. It doesn't need much verbal explanation. In a few words, it is a dust-pan, or an old-fashioned scoop without its handle, attached to wheels and provided with plow handles. It was invented by a Michigan coal-dealer who found it saved him about 75% of the time and cost of men, and 95% of their back-aches in removing coal from cars to wagons. Then his neighbor in the grain and seed warehouse saw the new scoop-truck at work and he wanted one for his own use. Dealers in neighboring towns heard about it, and they wanted it, and from nearly every town where one was put into use orders came in for others, until several hundred of these crude hand-made "Scoop-Trucks" had been put into daily use. In its original form, the Scoop-Truck found its way into no less than twelve states.

The demand for it soon outgrew the inventor's ability to supply it and to meet this demand the Detroit Scoop-Truck Company, 2225 W. Jefferson Avenue, Detroit, was organized to manufacture it. They have equipped a factory with the necessary machinery to make the truck (which is called the Climax Scoop-Truck) properly on up-to-date mechanical lines and in quantity to meet the demand promptly.

The Climax Scoop-Truck, as now made, consists of a bowl 28 inches wide at the nose, 22 inches long



CLIMAX SCOOP-TRUCK.

and 11 inches deep at the heel and weighs 50 lbs. It has a carrying capacity of  $2\frac{1}{2}$  bushels of grain or 200 lbs. of coal, taking either load as easily as the common scoop-shovel and handling it with less exertion on the part of the operator. It is made of 12-gauge, annealed sheet steel and conforms in general shape to that of approved pattern of hand scoop. An inventre or corrugation at the heel of the bowl serves the three-fold purpose of forming a housing for the wheels, a seat for the handles and a stiffening rib to the bottom of the scoop. The wheels are five inches in height, stand six inches apart, and are mounted on a cold-rolled steel axle which is supported by a bracket casting attached to the bottom of the bowl, giving the truck an almost perfect balance when loaded. It will deliver its load one foot above the floor level and can be run on a 10-inch plank.

The price of the Scoop-Truck is \$10 net cost f. o. b. factory, and distributing warehouses are located at the leading commercial centers. It is not shipped on approval, but it is guaranteed to do the work for which it is adapted and is warranted as to material and workmanship.

Address the Detroit Scoop-Truck Company, 2225 W. Jefferson Ave., Detroit, Mich., for further particulars.

### INJUNCTION OBTAINED.

The Chicago Board of Trade has obtained an injunction from Judge Dyer of the United States District Court at St. Louis against the Merchants' Stock and Grain Company and fifteen individuals of St. Louis, restraining them from using the quotations on grain established by the Chicago body.

The chief offender is Francis J. Minor, formerly a member of the Chicago Board and an old bucket-

shop man who is said to be the principal owner of the Merchants' Stock and Grain Company which has 100 offices in the United States. Enjoined with him were Louis Towers, John F. Ryan, Peter Holmes, Patrick A. Stephens, P. B. Burch, Percy Anderson, C. C. Reddington, Charles S. Sparkman, S. B. Inks, Frank Mullen, Ralph McDonough, Joseph E. Martin and Clyde Pumphrey, stockholders or employes of the Merchants' Stock and Grain Co.

### THE INTERNATIONAL INSTITUTE OF AGRICULTURE.

The second annual meeting of the General Assembly of Delegates to the International Institute of Agriculture will be held in the palace of the Institute at Rome, beginning on December 12. The Institute began its work in March last, and at the coming Assembly a report of progress will be made, which will probably give some indication of what the efficiency of the Institute is likely to be.

As the reader may remember, the Institute was conceived by Hon. David Lubin of California, a man who made a fortune in agricultural pursuits and in business. He conceived the idea, as the result of some of his experiences, that speculation in agricultural products and the food supply of the people could be largely prevented if a perfect system of crop reporting for the civilized world was worked out. He set out to get the various nations interested. He deemed it unwise to attempt to establish headquarters of the Institute in the United States or to get the United States Government to call the first meeting, on account of the vast importance of this country as an agricultural factor. He cast about and settled on the Italian government. Absolutely without influence and without even going through the formality of donning special dress for the occasion, he obtained an audience with the King of Italy. The plan appealed to the King, who issued a call, through the Italian ambassadors and ministers, to the different nations of the world for a conference at Rome to consider the advisability of establishing an International Institute such as Mr. Lubin proposed. The conference was in May, 1905, with 114 delegates representing forty countries present. Since then, a permanent organization having been effected, twenty-five nations, including nearly all of any agricultural importance, have joined in the undertaking and pledged their support. The finances are co-operatively provided.

The direction of the Institute affairs is lodged in a General Assembly of Delegates from the signatory nations; and a permanent committee is provided for, which is composed of members designated by the respective governments, who are intrusted with the executive management of the institute, under the direction and control of the General Assembly. America is represented on the permanent committee by David Lubin, and prominent among the men employed by the Institute is C. C. Clark, formerly with the Department of Agriculture in the Bureau of Statistics. Mr. Clark is chief of the bureau of statistics of the Institute.

So quietly has the Institute been organized that no doubt many persons directly interested in its work were ignorant of the fact; but a corps of employees has been retained and the preliminary work in the gathering of agricultural statistics is under way. Just what progress has been made is not fully understood at present by the general public or even by the Agricultural Department, but it will doubtless appear at the approaching Assembly. "If the Institute should meet the expectations of its founders it will prove to be the greatest intelligence bureau the world has ever seen for the collection and dissemination of information relating to agricultural production throughout the world. Not only will it shed a much needed illumination on the subject of the crops of the world but it will also deal with many economic and social phases of agriculture."

Idaho has been growing corn this year in the neighborhood of Juliaetta and yields of 40 to 50 bushels per acre are reported.

tilizers such as barnyard manures, sodium nitrate, dried blood, tankagee, etc., upon the heavy soils of the valley unless they are counterbalanced by phosphated or other mineral fertilizers suited to hasten maturity and to harden or stiffen the straw.

"Fifth. Give the soil deep and thorough aeration or drainage, for rot fungi cannot stand properly aerated well drained soil; the wheat can."

### WESTERN GRAIN STANDARDS.

The Washington State Railway Commission, which now has charge of the terminal inspection service of grain and hay, has made no alteration in the weights of the standard grades for 1909 crop, which remain as for the last ten years at 60, 56 and 54 lbs. per bushel for choice milling, No. 1, No. 2 and No. 3 respectively. The Commission will furnish samples on application as heretofore for the guidance of buyers and sellers.

The one notable departure the present season is the decision of the inspection service to decide the amount of dockage to be allowed for grain that does not come up to standard because of being foul. Instead of grading "No. 1 if cleaned," the inspector will grade No. 1, and note the amount of deduction to be made for foreign substances.

Changes have been made in the grades for hay, under which a larger percentage of mixing is permitted. No. 1 timothy hereafter may contain as high as 15 per cent of clover or other tame grasses, instead of 5 per cent, with corresponding changes in other grades. Puget Sound hay will carry no established grade in future, while the general term, "No grade," has been provided for inferior forage.

The Portland Chamber of Commerce' grain standards are somewhat different from those of former years, wheat being placed in grades instead of all coming under one heading. Last year standard wheat weighed 58 lbs. This year's standards are: No. 1 bluestem, 58½ lbs.; milling bluestem, 58 lbs.; Walla Walla, 58½ lbs.

Winnipeg, from September 1 to October 21, handled 21,771 cars of wheat, 2,050 cars of oats, 1,022



[For the "American Elevator and Grain Trade."]

### BUYING THE DOCKAGE.

BY GUIDO D. JANES.

Bill Plover came to Ducktown for graft. He came in one morning on the local freight, registered at the hotel, and then went over to call on Charlie McBride at the latter's unused 12,000-bushel grain elevator.

"Say," remarked Bill upon reaching the place, "do you want to sell your elevator dirt cheap?"

"Sure," was the sad reply, though flavored with a faint ray of hope. "I'll dispose of this white elephant at ten cents on the dollar; but," he added, as his conscience hurt him, "you will get bit, for no one raises grain around here."

"I know why," laughed the prospective purchaser. "It is because dockage is so great. It is my plan



"ARE YOU DAFFY?"

to pay the farmers on their dockage basis instead of the grain basis. For instance—"

"Say," broke in McBride, "are you daffy?"

Bill placed a twinkle in his eye. "Not at all, Mack. By purchasing the dockage for a price in excess of the grain itself, I will encourage the farmers to raise the wheat; after which this elevator will come into use."

"Can't encourage it. Ever since some fool farmer out near Simmon's crossroads found some stray gold nuggets and portions of pulverized gold quartz on his farm, his neighbors for miles around have gotten the gold hunting fever. They have abandoned husbandry."

"You will save them from ruin," added the speaker with a sudden burst of inspiration. "They are getting poorer each year, for they do not find enough of the precious metal to make the pursuit a success. By giving them a subsidy on the dockage you will restore prosperity. You are all to the good."

"Thanks; and here is ten cents on the dollar. I'll buy the elevator." Whereupon Bill began to come across with a whole lot of dimes.

McBride fainted for joy; but came to just in time to see Bill conclude his said coming across at ten cents on the dollar. So picking up the money he placed it in a grain sack. He then made a warranty deed to the purchaser.

The news of the sale and its object spread quickly throughout the town, and by night everyone with-

in long distance 'phone call almost knew of the radical scheme of Bill's. As, a result not a few were skeptical, and forming into a mob headed by Oscar Tait marched to the hotel where the new purchaser of the elevator was sojourning.

"Hi, there," cried Oscar, going to Bill's window. "Are you kidding us farmers or are you in earnest? If the former, we mean to take you to a lean-to driveway and run over you with a wagon-load of grain."

"I mean what I say," replied Bill with a lot of smiles as he leaned out of the window. "I am an honest grafter. I hope that I may expire on the spot if I am not."

Satisfied with this declaration, they disbanded, and at once set about to plant grain. They drove their discs and drills over the recently plowed ground, watched the wheat grow, turn yellow and get ripe. After that they cut it, threshed it, and hauled the harvest to the Ducktown elevator. Bill took it all, paying for it on the dockage basis; and instead of giving the farmers but \$1.10 a bushel for their stuff, as was the usual price, they received \$1.25, and had no waste at all. It was a cinch.

Meanwhile Bill was not idle. No. He cleaned the grain as fast as it came in, and obtained all the dust, foul stuff, and foreign substances, amounting to about 39 ounces to the bushel. Instead of throwing it away or disposing of it under the head of screenings, he did something else. He took it somewhere in plain wheat sacks. The good wheat he sold to Hod Tyler, the grain merchant in Wisa; after which he changed his tobacco habit from ten cents a smoke to fifteen cents a smoke.

This, of course, excited curiosity, and before he knew it, Hod Tyler dropped in on him one day and offered him a hundred cents on the dollar for his elevator. Bill would not sell, though. No, he gracefully declined; after which he gave Hod a fifteen-cent perfecto. The merchant left and Bill went home.

"What's the joke?" asked Mrs. Plover, when her husband reached the paid-for residence with a smile on his face.

"Quite funny," was the reply. "I have not told you before. I will now, however. No one knows how I got rich quick. They want to buy me out in order to find out. I'll not sell. Here is the secret: Don't tell a soul. The dockage for which I apparently pay more than it is really worth is dirt cheap; for it is nothing else than 10 per cent gold dust and small nuggets. This I sell and make enough on, in one week to get rich quick. I am not robbing the farmer because they cannot and will not pool their dockage. It betters our condition; also theirs."

### THE EASTERN HAY EXPERT.

Theodore Huffman, who declares that this year's hay crop will probably reach a value of about \$600,000,000, is recognized the world over as the leading American expert on hay harvest, says the Philadelphia Ledger. Born in the state of New Jersey, as a boy he was especially interested in the meadows which in June and early July in that state used to yield bounteous harvests of hay. So, when he came to mature years, it was natural enough that he should take up a business which permitted him to follow this early inclination.

"He demonstrated this great authority at the time of the Boer War. The British Commissary Department was complaining that it could not get hay enough to feed the horses. Telegrams and agents were sent to the United States, and Mr. Huffman found himself busy as he had never before in meeting the enormous demands of the British commissaries. He knew exactly where to go in the United States and in Canada for hay. He insisted that it be so baled that if a lighted match were applied to it it would not burn. He showed how, by packing in this way, thousands of tons of hay could be sent in one steamer to South Africa.

"If you were with Mr. Huffman in the early spring, you would find him making personal investigation of the great hay fields of New York, Michigan and Canada, 'getting a line,' as the saying

is, on the prospective crop. By mid-June he is able to tell any one who has the right to ask where the droughts or the excessive rains are doing damage, and where the promise of crops is abundant. Thus, even before the scythe or the mowing machine has been put to the crop, Mr. Huffman is able to furnish what is regarded as the best estimate of the number of tons of hay that will be harvested, and he also is the first to discover what the demand in other parts of the world for American or Canadian hay is."

[From Farmers' Bulletin 362.]

### SOUTHERN HAY TRADE.

BY HARRY B. McCLURE,

Scientific Assistant, Office Farm Management, B. P. I.

A large quantity of low-grade hay is shipped south every year. This does not mean that the Southern markets do not handle the better grades of hay, but that low-grade hay predominates. At present the Southern hay dealer is anxious to solve the following questions:

(1) Where can I get more "choice" hay?

The trade is demanding more and more good hay each year, and although feeders are willing to pay a premium for this kind, the dealer is unable to get enough to supply their needs.

(2) What is the relative feeding value or standing of the different kinds of Southern hay when compared with timothy hay?

Definite information is needed on this subject, because many farmers in what heretofore has not been a hay-producing section are beginning to grow hay, especially legume hay. They find that it



"I AM NOT ROBBING THE FARMER."

pays to grow legumes for the beneficial effect that this class of plants has on the soil and because legumes when grown for hay are profitable, especially when sold on local markets. Timothy and red clover have not proved successful in the cotton-growing section of the South; therefore it is necessary to grow other kinds of hay to take the place of these. Cowpeas, soy beans, Bermuda grass, vetch, and alfalfa are being sown on increasing areas every year. The South is slowly but surely going into the hay business. It would seem that the time will come when competition in hay growing will force Northern shippers to send only the best hay to the South, for the South has certain advantages over the North in producing hay, namely, cheaper land, a longer growing season, and nearness to market, all of which tend to favor the Southern producer. At present most of the tame hay is grown in the northeastern part of the United States, and only a small amount in the South or West.



## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### MARGINING NOT ENDORSED.

*Editor American Elevator and Grain Trade:*—In regard to the question of the deposit of margins to protect buyers and sellers of cash grain for future delivery, I will say that I am very much opposed to it. From what I can learn, country grain dealers generally in this section are against the proposition.

Yours truly,

Red Oak, Ia.

G. A. STIBBENS.

### MICHIGAN A CORN CONSUMER.

*Editor American Elevator and Grain Trade:*—We are in receipt of your favor of the 5th and beg to advise that in the near vicinity of Battle Creek there is not enough corn raised during any season to exceed the local demand; in fact, during the eleven years that the writer has been in this city he does not remember of over three cars of corn being shipped from Battle Creek. There is usually corn shipped in. The quality of that which is raised is good, although the yield this year is not as large as anticipated. We might add that there is usually more corn shipped into this state than is shipped out early from the southern interior counties.

There seems to be a general disposition on the part of farmers to hold off grain, especially wheat, since the decline. There is but very little of the latter commodity offered, as most wheat that shippers have on hand has cost them all the way from \$1.16 to \$1.20.

Yours truly,

Battle Creek, Mich.

WOLVERINE GRAIN CO.

### HAY CONVENTION PROCEEDINGS.

*Editor American Elevator and Grain Trade:* It affords me great pleasure to send you herewith the Sixteenth Annual Report of this organization. I trust you will find it of interest; it contains much valuable information to the hay and kindred trades. You will note it has taken a considerable amount of work to compile this matter so I hope you will preserve it for future reference.

The Association is at present in the most flourishing condition it has seen since its inception, growing stronger and better each year and becoming more valuable to its members. We are going to make this a "Rally Year" and reach that longed-for goal of 1,000 members. It will be an easy task if all work for the good of the cause.

We are now working on the inspection proposition and hope before many weeks to have the matter well in hand and under practical operation. If we can solve this question and establish National Hay Association inspectors in all large markets, we will have accomplished a long-felt want. There is nothing too large for us to at least try and I feel sure we will win out.

Yours sincerely,

J. VINING TAYLOR, Sec. & Treas.

### SEED MARKET AT ST. LOUIS.

*Editor American Elevator and Grain Trade:*—Market conditions on clover and timothy seed, the past week or ten days, have been very quiet, buyers showing some indifference, on account of having a fair supply of both on hand; however, fancy samples of timothy seed will sell at even higher prices than quotations we are making, as the offerings of this grade are very light. Ordinary grades are selling here now at \$3.25 to \$3.50 per 100 pounds, according to quality, higher grades worth more.

Clover seed has been in liberal offering in this market right through the season and all offerings meeting with a ready demand. A great deal of the seed arriving here is just as it came from the thresher, and we are urging the farmers and country shippers to put their seed in better condition for the market. However, it is hard to convince a farmer that the weed-mixed seed is not cheap at any price and that the higher grade seed is by far the cheapest and best. We are trying to get every one in connection with the seed trade to take this

matter up and hope, at no distant date, we will see a revised condition for the betterment of the seed trade in general in this part of the country.

Respectfully yours,

PICKER & BEARDSLEY COM. CO.

St. Louis, Nov. 6, 1909.

### MARGIN ON CASH DEALERS APPROVED.

*Editor American Elevator and Grain Trade:*—We would be pleased to see a rule made that a margin should be deposited on grain bought or sold for future shipment, and would be willing to put up a margin on grain we bought in the same way. The way it is now, the transaction is all in favor of the buyer; if market goes up, he accepts it; if it goes down, some are inclined to refuse to give shipping directions or take the grain.

Very truly yours,

Jackson, Mich.

W. E. SHELDEN.

### CASH TRANSACTION MARGINING CUMBERSOME.

*Editor American Elevator and Grain Trade:*—So far as the question of depositing margins to protect buyers and sellers on purchases of future grain, where the grain is not expected to be delivered, on a purely gambling transaction, we have nothing to say either on one side or the other.

We do feel interested, however, in the question of margins when it is to be applied to the purchase of real grain. This seems to us an entirely unnecessary and cumbersome proposition, one that should not be hitched on to the grain business. If the buyer does not have sufficient confidence in the seller to believe that he will carry out his part of the contract, and if the seller does not have equal confidence in the buyer, then they had better not trade unless they can agree between themselves what margins are to be put up and in what manner. We do not think this would concern anybody else in the trade and think it very unwise for any rules to be laid down to guide or control people's actions along this line. Too many trade rules are just about as bad as too many laws.

The grain business has been conducted up to the present time without any such rules governing margins, and we think it may just as well continue to get along without any new rules.

Yours truly,

Blanchester, O.

L. W. DEWEY.

### THE NEW YORK MARKET.

*Editor American Elevator and Grain Trade:*—In reply to your inquiry as to the opportunities offered to shippers from the Middle West by the New York market for grain, would say very briefly that, owing to the fact that the exportable surplus of corn is in those states, we take the lower rate of freight to the Atlantic Coast than to the Gulf. We think it would be of advantage to shippers to have full information regarding this market.

There is no question but that New York has better and more facilities than any port on the Atlantic Coast. We have a broad domestic market and all of Europe to cater to. With the close of navigation on the Lakes at hand, the Middle West will be in a position to put grain into this market as cheaply as other portions of the country. The export trade is almost entirely in wheat and corn; in addition to this, there is a good domestic demand for both these commodities. Oats are purely a domestic proposition.

Owing to the glowing estimates for large crops this year, the trade here, both export and domestic, generally look for extremely lower prices and consequently our dealings are rather a hand-to-mouth business now; for this reason consignments to New York this winter will be well taken of, as there has been less grain bought for future shipment than is generally the case.

The Erie, New York Central, West Shore and Pennsylvania Railroads are all equipped with terminal elevators, and grain shipments to this market should be so routed, as to arrive on one of them and should be billed "New York (not graded),\* lighterage free," either export or domestic as the shipper may desire. If wheat or corn, we would advise billing it for export; oats are always billed

\*If for export, bill "New York—To be Graded."

domestic. All export-billed grain carries with it ten days' free storage, the storage charge after that being  $\frac{1}{4}$ c for each ten days. The Erie and West Shore are equipped with dryers, so that new corn would be handled to the best advantage on these roads.

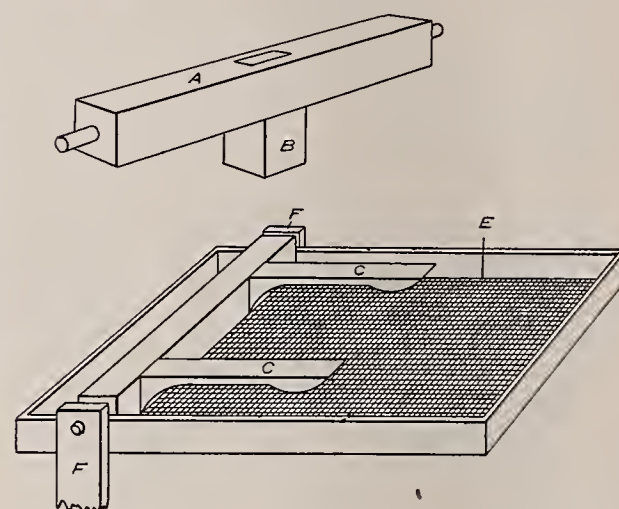
All export-billed grain is run to the elevator and goes in on the grade, unless otherwise ordered, and is sold on the grade in the elevator. Domestic grain is generally sold by sample drawn from the cars. We have a very thorough and reliable inspection system, all under supervision of the New York Produce Exchange, also a good option market in wheat and corn. Taking everything into consideration, we know of no market in this country that offers so many outlets for the shippers' product as our New York market.

Yours very truly,

L. A. MOREY CO.

### KEEPING GRAIN SIEVES CLEAN.

An "American Miller" writer shows in the accompanying drawing an original device for keeping clear the sieves on grain cleaning machinery. It is automatic and being made entirely of wood is easily constructed and adjusted. It consists of a piece of wood, A, about one inch square and as long as the sieve is wide. Into A mortise the piece B, as shown in the upper part of the drawing. Then



fasten two arms, C C', to the main piece A in the manner shown in the lower part of the diagram. To hold A in position with the arms C C' over the sieve two pieces, F F', are fastened to the sides of the sieve, represented by E. These two pieces, F F', must be fastened to the sides in such a position that the end of the sieve will strike against the mortised piece B, which will impart enough motion to the stick A to cause the two arms C C' to strike gently on the sieve. The constant striking of the arms upon the sieve will prevent the clogging of the perforations.

After it is adjusted properly this simple device will be found almost invaluable. It will save much trouble and annoyance and prevent the tailing over of good wheat with the straws, which so often happens when a sieve becomes clogged.

The Idaho Grain Commission has organized a scale inspection department; and in a report on his work in Nez Perce and Idaho Counties, the state inspector says that instances were found where scales were in error as much as 40 pounds on a single draft of grain. While few instances were found where the error would be favorable to the farmer, the majority and larger discrepancies were in the favor of the warehouse.

Half a million bushels of wheat raised this season in the new county of Hettinger, N. D., will be held by the farmers until next season for shipment, not because of the advice of either the society of equity or of James J. Hill, but rather because they have no practicable way of getting rid of it now. New settlers in Hettinger county, locating on lands from 40 to 60 miles from any railroad, sowed wheat and other grains last spring, on the understanding that they would have railroad facilities for marketing their grain this fall, which failed.



## ASSOCIATIONS

About 50 dealers in northwestern Iowa met at Sioux City on October 29. Opposition to the rule proposed by some traders to be incorporated in the rules of the grain exchanges, to require traders in cash grain for future shipment, to make deposit as a guaranty of fulfillment of contracts, was freely expressed at the meeting.

President Geo. D. Montelius, Sec'y S. W. Strong and Director J. C. Collins of the Illinois Grain Dealers' Association have been making a trip of observation in the Eastern markets. They are "spying out the land," so to say,—investigating terminal facilities for taking care of the heavy movement of corn to the East that is expected as soon as corn is ready to be moved.

Sec'y E. J. Smiley reports that the following made application for membership in the Kansas Grain Dealers' Association during the month of October: Caney Mill & Eltr. Co., Caney; Early Gr. & Eltr. Co., Amarillo, Texas; Belleplaine Mill & Mfg. Co., Belleplaine; L. E. Adler, Goddard, Suc. Nevling Elevator Co.; Corning Eltr. Co., Corning, succeeding L. Cortelyou; N. E. Kansas Milling Co., Hiawatha, Kas., succeeding Hiawatha Milling Co.; Edgar Johnson, Everest, succeeding C. E. Sheldon; R. M. Stewart & Sons, Reserve; T. J. Pace, Sabetha, succeeding J. F. Lukert; W. C. Peterson, Reserve, succeeding Jones Grain Co., Nebraska City, Neb. These added names give this Association the largest membership in the history of the organization.

### OHIO LOCAL ASSOCIATIONS.

The Northwestern Ohio Grain Dealers' Association held a monthly meeting at Lima on October 20. The most important matter discussed was "corn," says Zahm's Red Letter. "It was the sense of those present that the farmer bringing in soft, mushy or rotten corn be docked from three to five cents per hundred. These dealers have for some time paid one to two cents less for mixed corn. They are to be congratulated for standing for what is right. There is no reason why a shipper should pay the farmer the same price for mixed corn as he does for strictly yellow, and no reason at all for paying him the same price for inferior corn. Paying alike certainly does not encourage the farmer to raise strictly yellow or to take care of his corn after it is cut. There is not a market in the country where mixed corn sells for as much as all yellow and corn that is soft, rotten, etc., sells at a discount, so it is perfectly proper that the shipper make a difference in price to the farmer."

The Central Ohio Grain Dealers' Association met at Marion on October 23 and re-elected G. A. Tanner, Mansfield, president, and H. W. Fish, Mansfield, secretary-treasurer. Dealers were present from Columbus, Toledo, Mansfield, Dayton, Bellefontaine, Delaware, Springfield, Piqua, Sidney and Galion. The next meeting will be held in Columbus in January.

### KANSAS DEALERS MEET AT ATCHISON.

An important meeting of Kansas dealers was held at the Byram Hotel, Atchison, on October 21 by invitation of the Atchison Board of Trade. The Board proposes to begin business as an exchange as a cash grain consignment market; and at this time called the attention of the grain dealers of north-eastern Kansas to the advantage of using that city as a consignment market as compared with Kansas City. At present there is a 100-pound dockage rule in effect at the Missouri market, but not at Atchison; no re-inspection is demanded at Atchison, whereas in Kansas City the commission men may claim re-inspection any time before the car is set at the receiving elevator; no interest is charged on drafts at Atchison, while other car fees in Kansas City amount to \$1.25 to \$3 per car, as against a maximum of 35 cents at Atchison. The Atchison storage capacity is 800,000 bushels and the handling capacity 100 cars per day.

The meeting was presided over by S. E. Harburger, and the dockage and re-inspection rules at Kansas City were sharply criticized.

After the business session forty-five men were ushered into the Byram dining room, where the Atchison Board of Trade had arranged for banqueting their guests. W. S. Washer, president of the local Board of Trade, acted as toastmaster to the visitors. No regular toast-list had been prepared, but the following grain men were called upon by Toastmaster Washer for short speeches: J. T. White, chief grain inspector, Kansas City, Kas.; F. A. Derby, Sabetha; J. H. Lynds, White Cloud; C. M. Lynn, Humboldt, Neb., and R. A. Park and Chas. Linley, representing the Atchison bankers.

### A TYPICAL ALFALFAN.

It is perhaps stretching the King's English a bit to coin the word used in the caption, but a man who is so important a figure in the alfalfa milling industry as E. N. Sapp, of Hutchinson, Kan., can stand a small coinage of this sort; and so we shorten the obvious "alfalfa man" to alfalfan, and endure the assaults of the purists.

Mr. Sapp, who is the new president of the Alfalfa Millers' National Association, is one of the younger men in this line of business, but has been very active in promoting the interests of the alfalfa milling industry since becoming connected with the business, not only in his work as a member of the association but as the president and general



E. N. SAPP.

manager of the Hutchinson Alfalfa Products Company, of Hutchinson, Kan.

Mr. Sapp, as member of the association, was chairman of the committee which formulated the rules for grading alfalfa meal and secured their adoption, a most important step in the standardizing of the business and its products; and now as president of the Alfalfa Millers' National Association he gives promise of performing a great deal of work to promote the interests of the alfalfa mills of the country and to stimulate an interest in the products of alfalfa and alfalfa mixed feeds.

As president of the Hutchinson Company he has made the "Hapco" Feeds known in all parts of the country as standard scientifically proportioned alfalfa meal and crushed grain feeds.

### SEED GRAIN

The Iowa Grain Dealers' Association and also its successor, the Western Grain Dealers' Association, have done a large work along the line of encouragement of the improvement of the grain crops by promoting and conducting seed special trains, distributing seed, etc., but there is a line of work that it would seem practical for each individual grain dealer to do for the benefit of his own immediate locality and thus also indirectly benefit his own business, says Sec'y Geo. A. Wells.

"There are always certain farmers in every locality who grow grain of better quality than others and some who pay particular attention to growing thoroughbred seed. We urgently suggest that

the grain dealers get in close touch with such farmers and by some means see that this better seed is distributed among the other farmers who do not have good seed, either by making up a list of the farmers who raise good seed and sending copies of the list to the others so that they may buy their seed direct of the farmers having good seed or that the grain dealers buy the good seed and hold it in special bins and sell it out to the farmers who need it, and this should be done without requiring any profit more than necessary to cover actual cost of the seed and other expense. It is better, however, that the farmer have seed grain that is not mixed but is all grown by the same farmer under the same conditions.

"It is almost impossible to definitely determine the merit of any variety of grain, especially oats, by giving only a trial of one year, as this grain is subject to so many unfavorable soil and climate conditions.

"We would urge grain dealers to encourage farmers to continually experiment by sowing 'Seed Patches' and to obtain such thoroughbred seed for these seed patches as they may consider most favorable. It is not too early to work along these lines."

### "TIME WHEN" MUST BE SPECIFIED.

The following opinion *per curiam* has been rendered by the Supreme Court of Kansas, construing certain sections of the reciprocal demurrage law of that state:—

W. D. Cox et al. vs. The Missouri, Kansas & Texas Railway Company.—Error from Allen county affirmed.—Opinion *per curiam*:

The question to be decided is whether an application for freight cars under the provisions of the reciprocal demurrage law was sufficient to permit the recovery of penalties for the failure of the defendant company to comply with the request. The application was as follows:

Elsmore, Kansas, Nov. 9th, 05.

Agent M. K. & T. Ry., Elsmore, Kas.—Please set on your side track here two box cars suitable for loading with shelled corn, to be shipped to Rose-dale, Kas.

W. D. Cox & Son.

The statute provides: "When the owner, manager or shipper of any freight of any kind shall make application in writing to the superintendent, agent or other persons in charge of transportation of any railroad company, receiver or trustee operating a line of railway, at any point that cars are desired upon which to ship freight, it shall be the duty of such railroad company, trustee or other person in charge thereof, to supply the number of cars so required at the point indicated in the application within a reasonable length of time thereafter, not to exceed six days from the receipt of such application, and shall supply such cars to the person or persons so applying therefor in the order in which such applications are made, without giving preference to any person; provided, if the application be for ten cars or less, the same shall be furnished in three days; and provided further, that if the application be for thirty cars or more, the railway company may have ten full days in which to supply the cars.

"Said application for cars shall state the number of cars desired, the place at which they are desired, and the time they are desired; provided, that the place designed shall be at some station or public switch on the line of its road." (Laws, 1905, Chap. 345, Sect. 2 and 3.)

In the application in this case no mention is made of the time when the cars were desired, but it is insisted that the absence of this statement should be interpreted to mean that they are wanted now. To so construe the statute would be to excite one of the three material statutory requirements. This would be legislation and not interpretation.

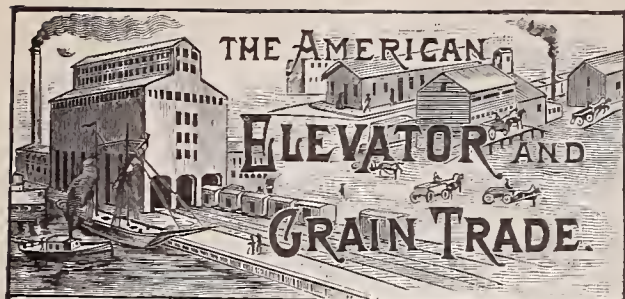
In *Patterson v. Railway Co.* 77 Kan. 236, the words "at once" in such application were held to be the equivalent of "today," and therefore sufficient; but in this case there are no words relating to the time to be construed. The District Court did not err in refusing to read into the application a material requirement which the plaintiff had omitted.

There is no hardship in requiring the shipper to observe the simple and plain provisions of the statute if he wishes to recover penalties of its violation.

The judgment is affirmed.

The broom corn crop of southern Kansas and Oklahoma is the shortest on record and brush by the middle of October had brought \$200 per ton.





PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY  
**MITCHELL BROS. COMPANY**  
 (INCORPORATED)

**OFFICE:**

**Manhattan Building, 315 Dearborn Street,  
 CHICAGO, ILL.**

HARLEY B. MITCHELL.....Editor  
 A. J. MITCHELL.....Business Manager

Subscription Price, - - - \$1.00 per Year  
 English and Foreign Subscription, - 1.75 " "

**ADVERTISING.**

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

**CORRESPONDENCE.**

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

**CHICAGO, NOVEMBER 15, 1909.**

Official Paper of the Illinois Grain Dealers' Association.

**CAR SHORTAGE COMING.**

Is a car-famine coming and in sight? Apparently it is, the last report on car supply showing an actual deficiency, although the shortage has not as yet seriously affected the grain shipper, but is felt rather by lines of business calling for a different and less perfect car.

In anticipating such a condition, however, one very naturally feels disposed to stand on his legal rights to service on the part of the carriers; and the more intelligent shippers, of course, understand what those rights are, which on general lines may be said to be a reasonably prompt supply of cars for the freight tendered, cars that are suitable to the commodities to be moved, prompt movement of the consignment to its destination, and protection from loss and damage in transit.

These things the law of common carriers provides for, but as all men doing business well know, the ideal is not often realized; and careful business men for that reason rely quite as much on themselves, their own exertions and prudent management, as upon the law. The law, when one must needs resort to it for protection, in so far as shippers' immediate business requirements and profits are concerned, is usually too "subsequent." It may, in the long run (and it is a long run, in this country of intolerable delay in the law courts), bring some measure of redress, but it can seldom do more, at least for the "small man" who has not the force to make his "knock" bring responsive relief. In other words, one must order his business in grain especially not so much upon what the law says he is entitled to at the hands of the carriers as upon what his experience has taught him he can reasonably expect to receive at their hands from day to day. Such service may be defective, but the man who conducts

his business on the basis of fact only will make more money than he who lives in the ideal, or "takes the chances."

**FEDERATION VS. NATIONAL ASSOCIATION.**

THE AMERICAN ELEVATOR AND GRAIN TRADE is an open forum for the discussion of trade topics, and as such prints communications like that of Mr. Breed, entitled "The Proposed Federation vs. The National Association." Mr. Breed is trying to express the thought of a number of people who seem to be groping after something that is as indistinctly formulated by themselves as by Mr. Breed. It seems to be this, that the formation of a federation of grain exchanges would make unnecessary the further activity of the Grain Dealers' National Association and unfavorably affect the National Association by multiplying the expenses of association work that fall upon members of the exchanges.

Such a view is a very superficial one. It implies, at least, only a superficial knowledge or scanty appreciation of the mutual relations of grain exchanges and the grain trade associations, state and National. The grain exchanges have never been a sufficient champion of the fortunes of the grain trade as a whole and they never can be; they never have attempted to act as such. The interests of the exchanges *per se* and those of the grain trade outside the exchanges coalesce in part only; sometimes they impinge upon each other; and because their interests are so intimate and yet are so distinctly individualistic, neither one nor the other can depend wholly upon the other to defend all the rights and privileges that obtain to each, but each must look out for its own, and both unite to protect those things in which they have a mutual concern.

The exchanges, therefore, will unite in the same way that the trade without the exchanges unites. The exchanges will pay out of their treasuries the expenses of their federation just as the affiliated associations pay the expenses (in part) of the National Association out of their treasuries; and the receivers, members of exchanges, relieved of their former contributions to the state association expenses, will join with the state associations in the support and maintenance and government of the National Association; while dealers who are members of neither state associations nor exchanges find in the National a source of trade equilibrium and adjustment that could not exist for either themselves, the exchanges or the local associations without the National.

**TAKING PAINS.**

The decision quoted elsewhere (*Cox et al. vs. M., K. & T. Ry. Co.*) is a construction of a point of the Kansas reciprocal demurrage law that will interest all those shippers in that state who now and then yield to the temptation to be just a little "sloppy" in managing the details of their business. Not that *Cox et al.* may be so criticised; for considering Mr. Cox's position in the grain trade of Kansas one suspects the case was one made to get a decision on the point involved, which is this: that the law requires the applicant for cars to state particularly when the cars are desired to be set out for load-

ing. It is so simple a matter to do this that the court says it must be done, because the law in that regard leaves nothing to be inferred. The applicant must be specific as to the number of cars, the place where wanted and time when wanted. These specifications complied with in the application, the law holds the carrier bound to comply with the requisition to the letter; but when one of the points is omitted from the application the carrier is relieved thereby of that responsibility. Moral: Be good and be careful.

**ILLINOIS DEMONSTRATION FARMS.**

The editor hereof must plead guilty to inadequate information on the science and the plans and the work of the Experiment Station people of Illinois in connection with the establishment and conduct of experiment fields and demonstration farms in this state; and in the belief that others interested in that work in Illinois may be equally deficient in information, the editor has taken the liberty of reproducing a private letter by Dr. Cyril G. Hopkins, explaining both the principles by which the experiment fields are selected and the work that is now going on; and to that letter the reader is referred.

The thought was that the "poor farms," being county property, would be more freely used and visited by the people of the counties, who might feel a hesitancy about invading private farms, but Dr. Hopkins has disabused all of us of any such belief; while his explanation of the reasons why certain farms are selected and not others is conclusive, and gives one greater confidence in the ultimate value to the general public of all this work, especially as the work is likely, by touching the schools, to awaken an interest in agricultural education which so many now believe is an absolute essential to the future efficiency of our public school system as it touches the "child on the farm."

**THE SOYA BEAN.**

One cannot say that the soy, or soya, bean has become as yet a vegetable of any considerable general interest in this country, certainly not to the extent seen at this moment in Great Britain; but even the brief and entirely inadequate and unscientific notice of the bean found in another column may be enough to sustain the belief that the soy bean has a future in this country and will find a place in the category of useful raw materials along with flaxseed and cottonseed as an exportable product.

Thanks to the god of Plenty, which has ever blessed this country with abundant grain crops and cheap cereal foods, the sustenance of kings only in by-gone times, we have been as a people particular and nice in our diet, and the generous meat supplies also have relieved us of the old-world necessity of finding suitable and cheap substitutes for meats in the vegetable kingdom; but the day may come even to America when the soy bean may become a valued article of diet, as it is in the Far East. In the meantime, however, the use of the plant as forage crop and of the bean as an oil producer, coupled with the virtues of the plant as a soil renovator, ought to commend its culture to the owners of Southern lands that so much need



the leguminous nitrogen gatherers in the work of soil renovating.

### INSPECTION COMMISSION.

The Ohio Grain Dealers' Association has endorsed by resolution the proposition of a National commission for the governance of grain hay and flour inspection throughout the United States, one member of said commission to be appointed by each of the three national bodies representing the grain, hay and flour industries. Some other details of the generalized plan are given in the resolutions adopted at Columbus, printed in another column.

The trade is working toward uniformity; and this plan is an expedient to forestall Government inspection, which all interested in the grain trade, even most remotely, dread for reasons quite obvious to anyone familiar with the quick service needed by the trade and with the impossibility of obtaining that rapid service when once the right of appeal is transferred from a given market to Washington or to any central body that might have jurisdiction over any considerable part of the country.

As a supervisory body, a commission such as is contemplated by the Ohio resolution might be useful; but the original form of Mr. Culver's idea (for it is his), that would give the commission power over appeals, would be no better than Government control itself. What is wanted is the universal consent of the exchanges and state inspection departments to a given set of grading rules and then that those same bodies, in conjunction with the grain shippers as represented in their trade associations, should agree upon a commission or committee having power to effect uniformity in the practical inspection and so break up the practice of grading to influence grain to special markets, which now is brought about by the differences in the verbiage of the rules; but all appeals should be passed on in the settling market, and nowhere else.

### AGAIN THE CENTAL FOLLY.

One would like to endorse unreservedly the cental system of buying and selling grain as endorsed at Columbus by the Ohio dealers. Ideally it is perfect, beyond doubt. Said Mr. Mennel of Toledo, who introduced the resolution:

The present system of selling wheat by the bushel is not only absurd, but confusing and expensive. Wheat is sold by weight, anyhow, and why should it be necessary to reduce the figures to bushels in order to fix a price? If all wheat weighed the same, there would be some defense for the bushel system, but such is not the case, and the difference in the quality of grain causes almost endless confusion. I am confident everybody connected with the grain business, particularly the farmer, would be saved worry and expense if the system of marketing wheat by the hundred pounds were put into effect.

There are perhaps but two arguments in favor of the bushel, to-wit, (1) All markets that handle grain in America, except Pacific Coast exporters (who themselves now buy wheat by the bushel), use the bushel unit; and all shrewd merchants recognize the force of habit and the suspicion that is aroused among such men as farmers by any effort to introduce a new and unfamiliar unit as proposed; and (2) the fact that the profit per unit would be, after a few

short months, a single season perhaps at most, under the crushing force of competition, the same for a 100-lb. unit as is now taken for a 56- or 60-lb. unit; so that in the end the grain dealer, with the larger unit, would be handling 100 pounds of corn or wheat for the same profit he now gets for handling 56 or 60 pounds.

This paper has raised this objection to the cental system repeatedly, and it has yet to see a sufficient answer to the objection. What is the use of worrying about the matter of petty computations that Mr. Mennel thinks are so serious a matter? They are trivial compared with the prejudice that would be aroused by the springing of a 100-lb. unit for handling grain on the farmers in Ohio or elsewhere, so long as the rest of the world uses the bushel; which would mean for both a useless multiplying of the computations complained of, such as (1) reducing Chicago bushel prices to Ohio cental prices at the elevator and reversing the process by the elevator when the grain is sold. There are easier ways for skinning a cat than monkeying with the cental, that suspicious farmers will take no offense at if they are handled with reasonable tact and good nature.

### THE CONVENTION REPORT.

The following are a few of the many nice things said about the October number of the AMERICAN ELEVATOR AND GRAIN TRADE and its report of the National convention:

We herewith inclose a one-dollar bill covering the subscription of the "American Elevator and Grain Trade." We appreciate your journal very much indeed. You certainly have given your readers a full report of the meeting at Indianapolis of the Grain Dealers' National.—*Palmer & Miller, Ohio.*

We congratulate you on your very complete report of the Grain Dealers' National Convention at Indianapolis.—*P. B. & C. C. Miles, Peoria.*

I want to congratulate you on the excellent report you made of the last convention. It certainly is a "daisy." Was in Toledo when the last issue of your paper arrived, and heard many compliments and expressions of commendation of the report.—*A. E. Reynolds, Crawfordsville.*

I am in your debt for copy of your issue of October 15, containing full report of the Indianapolis convention. I have never seen a better magazine report in its completeness, its typography and the handsome, lifelike cuts. I am exceedingly pleased with it, and it ought to be highly appreciated by the trade.—*D. A. Brown, Official Reporter.*

I want to congratulate you upon your complete report of the Grain Dealers' National Association meeting and the way you have gotten it up. You surely deserve praise. There isn't a thing you have left out, and it is all right from beginning to end.—*Fred Mayer, Toledo.*

It is remarkable that this paper was the only trade journal (except our Pittsburg contemporary) to publish Senator Beveridge's address in full and as revised by the Senator himself—an address that attracted wide attention among business men as an expression of the Senator's (and may we say the Senate's?) criterion of business legislation. It was no small thing for the Association to have been able to elicit such an address; the surprising thing is that an editor having the privilege of reproducing in his columns so masterly an effort should not have been able to see its import sufficiently clearly to feel how great a benefit he would confer on his readers by printing that speech.

Only in lesser degree remarkable as a contribution to the convention's great things was Hon. J. H. Marble's address, also ignored by the "trade press," this paper alone excepted.

But sometimes printing great speeches re-

quires effort and forgetfulness of expense—two things this paper has never spared when it has been necessary to give its readers the things that are really worth while in the broadest sense.

### PELLAGRA AND CORN.

While we are finding out considerable about pellagra—among other things, that it is not so desperate a disease as the excitable reporters have made it appear—it must still be confessed that the burden of proof is thus far against corn,—to this extent that moldy corn in any form appears to be an inciting or at least contributing cause of the disease. This being so, it is not surprising that the news should come up from the South, and from the Carolinas more particularly, that steps are being taken now to enact laws next winter for the inspection by the states of all grain shipped into the Southeast from the West. The pure food, or the agricultural, commissioners have already attacked barley-burdened oats, and successfully, too, under the pure food acts. Is it likely they will be less exacting in the treatment of corn which is there converted into food for man as well as beast, when both are known or believed to be affected by the diseased cereal?

It is not corn *per se* that is the seat of the trouble but moldy corn; and it is a fair question to put to the grain trade whether they are doing themselves, the public, the farmer or the cereal itself a benefit by the effort made every fall to rush partially cured corn to market as soon as it will stand up long enough to be passed on somehow to the "ultimate consumer." The sudden increase in the number of cases of pellagra is rather apparent than real, we are told on the best of authority, and there is perhaps no actual connection between the early marketing of new corn and the apparent increase of pellagra in this country in recent years, but there may be; and at any rate the South is coming rapidly to believe that there is, because the most influential journals in the South are telling their people that Western corn is not properly cured and that inspection must be made by state officers before its sale is permitted in Southern states. And that state inspection, we believe, is pretty sure to come as rapidly as Southern legislatures again meet.

### CONTRACTING LONG FUTURES.

The agitation of the question of contracting cash grain for the long futures is a most excellent thing; and the fact is reflected in the action of the Call Committee of the Chicago Board in including in the call bids for old corn five days' shipment and excluding 30 days' shipment. But after all there seems no way to prevent contracts for the distant futures. In McLean County, Ill., for example, it was said that as early as the last week of September no less than 3,000,000 bushels of corn had been contracted for for delivery this year—three to four times as much as farmers there had sold a year ago. The farmers seemed as keen to sell as buyers to contract for the grain (at about 50c); so what is to be done about it? Nothing. When a man gets bit he gets sore and is "down on the whole business;" but until he does get bit nothing will stop him from making any kind of contract he can.



## EDITORIAL MENTION

Don't st-re; let the other fellow do it. You can bet that he won't do it if you don't.

The barn-builder-built elevators are collapsing this fall in the same way that they do every fall when loaded to the limit.

The "Golden Rule," applied a la Beveridge,—because it is the most righteous rule of business conduct and also the most expedient,—is as well the most profitable in the long run.

Keep your premises clean. The dangers lurking in oily rags about the engine room and in dust and dirt in corners are not to be ignored, although not always apparent to the naked eye.

Is the swindling of a millionaire grain man by two gold brick salesmen at St. Paul and of a great many members on 'change at Minneapolis by a snide cigar peddler a hint that the boys of the Northwest need a kindergarten course at St. Louis?

The new Illinois inspection rules are substantially those reported to the Indianapolis convention by Mr. Eckhardt. They are to all interests and purposes the uniform grade rules of the National Association, differing only in a few particulars.

The Association of Commissioners of Agriculture of the Southern States will hold a convention at Jackson, Miss., on November 16-18. Feedstuffs, live stock, cotton and farmers' institute and extension work are the topics of discussion outlined.

The electric railways in central Illinois continue to add to the line of grain elevators they are building. This means the opening of new stations, sometimes in unoccupied territory; but on the whole that seems to mean more competition for some dealers in that part of the state.

If each man for himself would begin to buy grain on its merits without considering what the other fellow is doing, there would be little complaint about so much stuff missing grade, for he would know what it would do when he bought it; and grain well bought is already well sold.

As the winter is at hand, the gas engine cooling medium should be chloride of calcium brine and not plain water. The fire buckets in the elevator also should be filled with the same solution, which does not freeze but is ready for use at any moment in any but the extremest weather—temperatures hardly possible in an enclosed building.

A report on the facilities of the Atlantic Coast markets may be expected soon from the officers of the Illinois Association, who have just been there. It ought to be carefully considered by shippers; for it would seem that there is a big market at the Seaboard that many Middle West shippers do not take into their reckoning simply because they never have done

so in the past. The most successful dealer studies the possibilities of all markets and keeps in touch with them and commission men in them, and so are prepared to take advantage of the best market wherever it may be when it is the best market.

Certain shippers to Detroit were entangled by a Webb who had desk room in a big business block long enough to get out some circulars advertising himself as a flour, hay and grain broker. He sold his consignments all right, but failed to make returns, and is now "at large." When will shippers learn to deal only with members of regular exchanges?

The idea of putting up cash transaction margins doesn't appeal very strongly to the country shipper. He doesn't quite see how it is going to be done without tying up considerable of his cash; and as he is held up on the bids, as it is, getting soaked for the off-grades and receiving no credit for the "better," he isn't enthusiastic about margining in the bargain.

The Dominion government thinks of cutting the Gordian Knot of the bill of lading problem, by abandoning the issuing of weight certificates at Ft. William-Port Arthur elevators and letting the elevators, the vessel-men and the receivers thrash out their shortage and overage troubles in their own way. Well, that's "one way," certainly, for getting rid of a bother.

"Do Chicago grain houses divulge how their customers stand on the market or what orders they have on their books?" ask Zahm & Co. "We hope not," they continue, "but one would imagine they do that very thing by reading a review of the wheat market in one of yesterday's Chicago papers." But one must not believe all one sees in the daily papers, so much of it is guff, 90 per cent pure, too.

An organized gang of fifteen grain thieves, aged from eleven to twenty-five years, was broken up recently at Coffeyville, Kan. They were all negroes; and their peculations from wheat cars ran into the hundred of bushels. They were all sentenced to the industrial school at Topeka; but it does not appear that the "feed dealers" to whom they are said to have sold their spoils were arrested. Why?

The year has been a great one for the bean crop and Michigan farmers are "in clover," so to say, with something like 5,100,000 bushels to the good. Last year Michigan dealers had to import nearly \$40,000 worth of beans to meet the demand for the vis-a-vis of the "pork," but this year Michigan will doubtless be able to meet the Boston-Heize-Camp and "route" demand without going far afield.

The story comes from Nebraska via Mitchell, S. D., that a certain Nebraska grain dealer who had grown tired of having his claims for loss and damage turned down by the claim agent, at length brought suit in his home town and, on getting judgment by default, got out an attachment on the company's locomotive, the drivers of which were log-chained until the judgment was paid. This sounds fine; but

one could hardly recommend it as a universal remedy; because railroads as a rule are not apt to ignore service in actions of that kind and judgments threatening to invoke attachments are still less likely to be so recklessly ignored as this one in question seemed to have been. This procedure may go out on the sand hills but not elsewhere.

Bankers in the Northwest have joined the procession of railroads and experiment station people, and those at St. Paul have appointed a committee from their number to devise ways and means "of bettering the farming districts and to secure data as to the requirements of the farmers." Pretty soon may one expect them to begin sending out silverware and coupon clippers with every receipt for a mail deposit?

Officials and a large majority of the members of the Philadelphia Commercial Exchange are quite naturally incensed to find that their efforts to have the reconsignment charge of \$2 either abolished wholly or cut in two, are being discredited by a handful of their own members. One would expect in all such matters to see the members working together; but perhaps the minority see a personal advantage in catering to the roads in this as in some other matters.

Shippers must be explicit in routing instructions, otherwise the carrier may consider first its own interest and responsibilities. As for example, when a shipment might go forward by rail-and-lake or rail only, unless the routing is specifically lake-and-rail the carrier has the right to route all-rail; and when a shipment is misrouted by the carrier in violation of instructions, the carrier is held responsible by the Commerce Commission for all additional charges resulting from such misrouting.

Sec'y Wells has been interviewing the railroad companies about spark arresters, and finds there is no device that is absolutely sure to prevent the emission of sparks, although the roads use every reasonable endeavor to guard against such danger to property. Mr. Wells' suggestion that dealers report to him (or to other association secretaries) all cases where locomotives throw fire in an apparently careless or hazardous manner, with full particulars of time and place, with number of engine, etc., is a good one, since it would assist master mechanics in keeping tab on dangerous locomotives or more dangerous men in charge.

The constitutionality of the Missouri weighing law forbidding the 100-lb. dockage was argued before the Supreme Court on October 29. One and the chief point in favor of the law is that, as counsel said, "it prevents one citizen from arbitrarily taking 100 pounds of property from another citizen under a pretense of right without giving him payment in return." Another is that it prevents fraud and protects the citizen in the proper enjoyment of his property rights. Other points were that it does not abridge the right of contract, as the seller is acting as the agent of the owner of property without authority to contract or agree to an arbitrary reduction of 100 pounds from the weight of his grain; that the act is not only rea-



sonable but is in full accord with the principles upon which the rules of government must rest—the principle which recognizes the fact that the plowman upon the plains may reap that which he has sown; and that other laws similar in principle have been upheld in Missouri and practically every other state in the Union.

The concrete and tile types of construction for elevators are becoming more and more popular, both because the price of either is now approximately the cost of a good wooden house and the resulting building is both fireproof to begin with and also indestructible by other elements than fires. All uncertainty as to the grain keeping in either type of house is now set at rest by ample experience; and therefore all things considered, such a house is about as cheap in the long run as any that can be built.

Many dealers have the idea that the railroads can save their regular grain dealers from the nuisance of the scooper simply by refusing him cars and car service; but this is a mistake. The carriers must under the law give the scooper the service he demands and is able to pay for. The carrier need not furnish him with office quarters, but it must furnish him cars on demand when a deposit is made of the freight charges if so requested by the agent. So that the scooper must be fought with some other weapon.

The Chancellor at Columbia, Tenn., in an action for damages, has ruled that seed men are not to be held responsible where seed grain fails to germinate, but an appeal has been taken from such a ruling. The defendants in the case were a certain "grain and feed" company and probably not seed men at all; for there are few reputable seed men in these days who will not guarantee their stock to germinate under proper conditions of use and who do not know before hand just what proportion of the stock sent out will germinate.

The Illinois grain inspection department and the shippers' agents on the Board of Trade have joined issue, the department having give notice that on Dec. 1 it will charge 50c per car for inspection, but will make no charge for delivering the samples on the floor of the exchange. The present inspection price is 35c per car, while the agents have been getting of the receivers 20 to 25c per car for sampling. The shippers therefore have brought suit to make the chief inspector disclose his authority for going into the sampling business.

Merchandising grain is different in a superficial way from the handling of other commodities at wholesale; but in the last analysis it is still a matter of credit, just as is the wholesaling of dry goods, boots and shoes, etc. Dealers in the latter have the same troubles with buyers who "lay down" on their orders as do forwarding grain dealers; but it is not customary to call for a margin when a cloth salesman takes from a tailor his order to have made so many hundred yards of certain patterns of fabrics. The desire to reduce all business to a mathematical certainty is the desire of all busi-

ness men and manufacturers, but how many are able to do it? If the track bidder were as careful in selecting the men to send his cards bids to as the shoe or cloth salesman must be to select his customers, he would have less trouble with "cancelled" contracts.

Storing might be checked in all the Middle West states if the North Dakota law governing the practice were enacted more generally. The elevators there put up a bond; are limited in the issue of storage receipts to the amount of grain actually on hand plus an amount equivalent to the amount of the bond; and then storing is subject to the law of bailments and a deposit of grain is not construed as a sale at a price unnamed at date of delivery, which the abuse of the practice in the Middle West has made necessary in order not to fill the gaols with grain dealers.

The great corn shows of the year will be held at Des Moines on November 29-December 7th, by the Iowa Corn Growers' Association, followed immediately by the great National Show at Omaha. In these shows good grain dealers naturally take a personal interest themselves and get their farmer friends, young farmers particularly, to go also. The motto of the Iowa Growers' Association is, "More corn of better quality, the acre our unit." The more nearly this ideal is realized the more corn will dealers have to handle. And where the feeders invade the corn cribs to the extent they do in Iowa, Kansas and Nebraska, no effort can be too great for dealers to make to increase the yield and the certainty of it.

Secretary Taylor of the National Hay Association is to be congratulated on his selection of a printer of the "Report of the Annual Hay Convention," which he has been able to mail this year about four months after the convention instead of six to eight months as heretofore. Country printers' delays are "something fierce," but the Hay Association seemed in the past to have been their especial victim. The book contains not only a verbatim report of the Cedar Point meeting, but also a "History of the Association," by Chas. England of Baltimore, a list of all officers, the new committees, complete roster of members, the charter, the constitution and by-laws, arbitration rules, trade rules, hay grading rules and list of suspended members.

The question of grain driers will come into the fore again, now a new crop of corn is on us. Fortunately, in the past few years the artificial drier has been so perfected that elevators of any ordinary equipment and doing an average business can afford to own and operate one, and so be able to eliminate practically all danger of corn going wrong after it leaves the house if it is fairly treated in transit. In those houses where no driers are used, an uncertain substitute is to mix dry grain when it is obtainable with the moist and trust to absorption to equalize the degree of moisture through the mass. This is more safely practiced when the excess of moisture is surface moisture only, but when the grain contains, as most new corn now

does, an excess of contained moisture, it is difficult to condition it safely other than by careful artificial drying, withdrawing in that way part of the excess and trusting to mixing with dry grain, if it is possible, afterwards. The use of the moisture tester naturally follows; for 13 per cent of moisture in wheat and corn is about the safe limit.

The value of any journal depends no more on the active interest of its readers than upon the labors of its editors, says a wise editor. The way to make a paper interesting is to write to it, asking questions which fall within its scope, and sending in any items which will be of interest to other readers. Every subscriber has questions which, in common with many others, he would like to see answered, and many matters he could enlighten his friends and neighbors about. Then take the trouble to write them down and send them in.

The idea that the Germans prefer potatoes to bread is hardly sound, simply because statistics show they consume more potatoes than any people on earth. A very large proportion of the German potato crop goes into alcohol for mechanical and industrial purposes; and often, of course, many are eaten because wheat bread is too costly for the majority of the workers to eat at every meal, potatoes and rye bread taking its place in the dietary. That the high cost has an immense influence to reduce the consumption of wheat flour there is shown by analogy—by the fact that a similar high cost of beef has compelled the German poor to resort to dog and horse flesh for their meat ration, the official statistics of Berlin showing that during the second quarter of 1909 no less than 1,051 dogs and 29,785 horses were slaughtered for food under government inspection. And yet the German government has encouraged the exportation of both wheat and flour by paying an export bounty, in order to maintain the highest possible level of prices at home for the benefit of a few farmers; and they call that statesmanship!

The friends of the steel grain storage tank were somewhat disheartened by the preliminary reports of the damage done to the grain contained in the steel tank attached to the premises of the Iglehart Mill at Evansville, Ind., which burned recently. The tank withstood the fire all right and without buckling, it would appear; but the walls became so hot, although located thirty-five feet distant from the burning mill, that the grain took fire inside the tank. This condition continued for several days; and it was assumed at that time, and so announced in the earlier reports, that the entire contents of the tank were destroyed. However, it appeared, when the grain contents of the tank were removed, that the loss amounted to only 23 per cent of the total value of the grain and only 14 per cent of the insurance. The inference, therefore, that one might draw, that the steel tank, speaking after the manner of insurance men, "must go," is hardly justified; for surely, after such a test, with such a limited loss, direct and to the insurance companies, the steel tank must still be held to be a reasonable risk for both the owner and the underwriter.



## TRADE NOTES

The Albers Bros. Milling Co. of Portland, Ore., has placed the order with the Minneapolis Steel and Machinery Co. of Minneapolis, Minn., for a 14 and 28x36 inch heavy duty cross compound Twin City Corliss engine, which will be used for driving their mill.

"Graphite" for October, issued by the Joseph Dixon Crucible Co. of Jersey City, N. J., will prove unusually interesting to any one interested in the different forms of graphite and their respective uses. A postal will secure the October number from the home office.

The Prinz of Rau Manufacturing Company of Milwaukee, Wis., has been awarded the contract for the cleaning machinery for the new 500-barrel mill of the Russell-Miller Milling Company at Billings, Mont. The cleaning equipment embraces two separators, a scourer, nine dust collectors and a cockle separator. A. H. Kirk, Minneapolis agent for Prinz & Rau, obtained the contract.

The American Cyclone Aspirator sold by the manufacturers, the American Machinery & Construction Co. of Milwaukee, Wis., to the C. Manegold Milling Co. of Milwaukee, for the final cleaning of their wheat, is now installed and in operation. These machines, which are built of all steel construction or a combination of wood and steel, have been constantly growing in favor with the grain public on account of the thorough manner in which they do their work, combined with their many special advantages.

The Weller Mfg. Co. of Chicago, now located at 116-126 North avenue, have purchased a tract of 556x600 feet at the southwest corner of North Forty-fourth avenue and Cortland street, on which they will build a new factory. The plan of the building is now in the hands of a local architect and a new plant is contemplated at a cost of about \$200,000. The company has been on the old location about 23 years where they have had a steady growth in the manufacture and sale of elevating, conveying and power transmission machinery.

There are twenty-two illustrations of Monitor machines on an attractive wall calendar for 1910, now being mailed to the trade by the Huntley Mfg. Co. of Silver Creek, N. Y. The two colors in which the calendar is printed gives it a very handsome appearance and just over the emblem of the Monitor Works are the words: "The sun never sets on this trade mark." That this is true is substantiated by the fact that over 23,000 Monitor machines bearing the trade mark are in daily use in all parts of the world. All those desiring one of the calendars can secure same by sending for it.

An order for six 150 H. P., three cylinder Foos Vertical Engines has recently been placed by the Hazel-Atlas Glass Co. of Wheeling, W. Va., with the Foos Gas Engine Co. of Springfield, Ohio. The Hazel-Atlas people are the largest manufacturers of various lines of glass ware and this order for additional power being placed after the use of eight or ten of these engines during a period approximating eight years, in some cases, is evidence not only of the efficiency and reliability of the Foos engines, but a very favorable indication of the extensive use of gas engines in manufacturing plants of this nature.

The Cutler Company, North Wilbraham, Mass., report the following recent sales of their Steam Dryers: East Waverly Milling Company, East Waverly, N. Y.; P. F. O'Grady, Ogdensburg, N. Y.; Rayne Rice Milling Company, Rayne, La.; A. V. Neilson Grocery Company, Alexandria, La.; Nutriline Milling Company, Crowley, La.; Arkadelphia Milling Company, Arkadelphia, Ark.; Chas. H. Krause Milling Company, Milwaukee, Wis.; Sparr Cereal Company, Marshfield, Wis.; H. H. Catinna, Columbia, Tenn.; Troy Roller Mills, Troy, Tenn.; Verona Chemical Company, Newark, N. J.; N. L. Carpenter & Son, Natchez, Miss.; Wm. Pollock Mill & Elevator Company, Mexico, Mo.; Scott County Milling Company, Dexter, Mo.; J. & S. Emison &

Company, Vincennes, Ind.; Globe Grain & Milling Company, Los Angeles, Cal.; Schmidt Brothers, Elkader, Iowa.

An American consul in Africa has received a letter from a local business man setting forth the opening that exists in that country for the sale of a small hand grader for corn or mealies. A small machine that will enable the farmer himself to make three grades of corn is desired, and if such a machine can be produced, so that the price will permit of every small farmer purchasing one, there will undoubtedly be a large and immediate demand for them. Full detailed information from the consul's report, together with a copy of the letter, can be obtained upon application to the Bureau of manufacturers, care of Department of Commerce and Labor, Washington, D. C.

It would be difficult to find anything of practical use in an elevator or mill that is not listed in general catalogue No. 34 of H. W. Caldwell & Son Co., Chicago. It is a cloth bound book of 850 pages in which is fully and accurately described the machinery which they manufacture besides a description of the exterior and interior of their large plant at Eighteenth street and Western avenue. As would be expected, special prominence is given to Caldwell Helicoid Conveyor, the excellent qualities of which were at once recognized by the trade, and a short history of conveyors given from the time when H. W. Caldwell devoted himself to the improvement of spiral conveyors in 1874. Complete price lists subject to discount are given of all specialties and the volume is properly indexed. It will prove a valuable addition to elevator and mill literature.

### POLICY MUST CONFORM TO APPLICATION.

It is the duty of a fire insurance company which accepts a signed application for insurance written on a blank furnished by the company, which provides that it shall be the basis on which insurance is to be effected, the Supreme Court of Kansas holds (German American Insurance Co. vs. Darrin), to write the policy in accordance with the application. If, in such an application, the applicant states that he will agree carefully to preserve his last inventory in an iron safe at night, or in some place secure against fire in another building, the company is authorized to insert an iron-safe clause in the policy, extending to the last inventory only and not also to books of account. The recipient of a policy issued in response to an application of the character described may assume that the company has discharged its duty and has written the policy on the basis of the application, and he is not obliged to read the policy to see if it conforms to the application. If such an application be received and retained by the company, and a policy be written and delivered, and the premium be paid by the applicant and kept by the company, a binding contract of insurance is effected on the basis of the application. If, through inadvertence, mistake, or design, such a policy be written on a basis different from that contained in the application, it may be reformed to correspond with the application.

There are 43 counties in Minnesota this year that have produced more than 1,000,000 bushels of corn each; and in several of them the crop will run up to 3,000,000 bushels. The state has produced fully 50,000,000 bushels this year, it is believed,—as much, probably, as was produced in South Dakota, which is now known as a "corn state," and is regularly reported in the Government crop report.

"Never in the history of Western Canada has the policy of waiting for better prices been so widely prevalent," says David Maclaren, president of the Bank of Ottawa, who has just completed a tour of the West. "I consider that this is a tactical mistake, with wheat at its present excellent price. I believe that the producers of the natural wealth of the country would be better advised to realize on their grain now, pay off debts and avoid the inevitable wastage and expense attached to storage. There is also the loss of interest on money which might be secured at once."

## FACTS AND FIGURES

Natal from July 1, 1908, to June 1, 1909, exported 32,512½ tons of corn.

An elevator at Pontiac, Ill., recently loaded 2,721 bushels of oats into a single car.

The first car of new No. 2 white corn to reach Chicago this season arrived on October 18.

John T. Green, of Pontiac, Ill., has been engaged to manage the Farmers' Elevator at Rooks Creek, Livingston Co., Ill.

H. Kirk, one of the new proprietors of the grain elevator at Bondville, Ill., has moved there from his old home in Ludlow, Ill.

Charles Fenstermaker, who has purchased the Wheat Barnes Elevator at Amboy, Ill., has taken up his residence at that place.

Churchill & Co. received Buffalo's first car of new corn this year on October 15, from Paulding County, Ohio. It was wet and graded low.

Cochrane & Foncanon, of Aberdeen, S. D., have appointed F. W. Knittle manager of their line of elevators on the C. M. & St. P. Railway.

Marinus Robeldyk, of Douglas, S. D., has secured a position as manager of an elevator at Springfield, S. D. He has sold his home in Douglas.

C. K. Davis, formerly manager of the Farmers' Grain and Fuel Co., of Delhi, Minn., will have charge of the Farmers' Elevator at Egan, S. D., the coming year.

J. W. Falkner, of Rossville, Kan., has taken charge of the Bradley Grain business at Delia, Kan. He succeeds Mr. Gilbert, who will engage in other business in Rossville.

Former County Treasurer George W. Fearnside has been appointed secretary and treasurer of the Royce & Coon Grain Co., of Bowling Green, Ohio, to succeed D. B. Noyes, resigned.

Ralph Maarsingh has been engaged to manage the elevator at Scotland, S. D., which A. W. Swayne, cashier of the First National Bank at that place, recently purchased from J. M. McCollum.

The management of the two elevators at Woodstock, Minn., recently changed hands. J. F. Delaney is now manager of the Farmers' Elevator and his son, Frank, is in charge of the Benson Grain Co.'s Elevator.

Mr. George Kolb, of St. Cloud, Minn., has removed with his wife and family to Belgrade, Minn., where he is to become manager of an elevator. He was connected with the Melrose Milling Co. at St. Cloud.

E. M. Denton, grain buyer for sixteen years in the employ of Kerr, Gifford & Co., at Waitsburg, Wash., has resigned to go to San Pedro, Cal., to engage in the real estate business. W. J. Earnest is his successor.

J. H. Johnson, of Winnipeg Junction, Minn., has accepted a position as grain buyer for the Federal Elevator Co. at Dale, Clay Co., Minn., succeeding G. Plummer, who has engaged in the hotel business at Hawley, Minn.

The Memphis Appeal says "the farmers of Yazoo County, Miss., have demonstrated that better oats can be grown there than those shipped in. One farmer who lives ten miles northeast of Yazoo City, recently threshed about 600 bushels of oats, which he refuses to sell at \$1 per bushel. The crop yielded about 40 bushels to the acre, and a struck bushel measured weighed 42 pounds."

On a final settlement of the Chas. Counselman Estate, it appears it had dwindled to practically nothing. The estate, it was shown, was valued at \$1,448,674.49 at the time of Mr. Counselman's death. After all claims, fees and one legacy of \$10,000 was paid, there was but \$50.95 cash on hand, which, the report says, was turned over to Mrs. Counselman, the widow and one of the executors.

In billing out a couple of cars of flour a few days ago in accordance with two orders, the Washington Grain and Milling company at Reardan, Wash., met with an unusual circumstance. Though the flour with which the cars were loaded was taken from the same bin of wheat and perhaps had been produced by the same farm, one car went to New Bedford, Mass., and the other to Hong Kong, China.

The government elevator at Port Colborne has been doing good work this season, and on November 7 loaded into a ship 2,500 tons of wheat in an hour and a quarter. The grain was drawn from the storage bins, elevated to a height of 175 feet, weighed through the automatic weighing machines, transferred over the conveyors and discharged into the vessel's hold loading her up to the deck beams without hand trimming. This was accomplished by the use of the new mechanical trimmers with which the elevator is equipped, which not only eliminate the total cost of hand trimming, but save delay to both the vessel and the elevator. The combined cost for power and labor loading this vessel is said to be less than half cent per ton.



PERSONAL

E. W. Hiron has been engaged as manager of the Farmers' Elevator at Early, Iowa.

Alva Lang has entered on his duties as buyer for the elevator at Myrtle, Freeborn Co., Minn.

James Clemenson is buyer for the new Independent Elevator Co. at Glover, Dickey Co., N. D.

Peter Skoglund has been appointed manager of the Farmers' Elevator Co. of New London, Minn.

John Ontjes, of Arlington, Iowa, has accepted the management of the Independent Grain Co. at Parkersburg, Iowa.

A. D. Sheldon has been installed as manager at Washtucna, Wash., for the Chehalis Produce Co., of Chehalis, Wash.

O. A. Halsne, of Oregon, Ill., is general manager of the elevator at Lee, Ill., recently purchased by Dickinson & Lewis.

W. J. Graham, the new chief grain sampler at Kansas City, Mo., under appointment of July 12 by the Board of Trade, is a Kansas man. He be-



W. J. GRAHAM.

gan work in the grain business as a helper in 1891 with the Kansas City, Kan., Board of Trade, who then had control of the inspection of grain in Kansas. In the latter part of 1891 he was appointed as deputy grain inspector, and in 1897, when the state took charge of the grain inspection in Kansas, he was appointed supervising inspector, a position he held until January 16, 1909.

Mr. Graham was perhaps not a very good politician, but he has always taken an interest in learning how to grade grain properly and is still learning, and lets politics severely alone.

His new position is an exacting one; but he is quite equal to its exactions. He plays no favorites, and seems to be giving entire satisfaction.

S. B. Stockwell has moved his family from Hartford, S. D., to Iroquois, S. D., where he is buyer at the Farmers' Elevator.

Alvin Slaughter, of Grinnell, Kan., has assumed the management of John F. Jones' Elevator at Quinter, Gove Co., Kan.

O. H. Koethke, formerly in charge of the Myrtle Grain Co.'s elevator at Myrtle, Minn., has been appointed manager for the Swan Elevator at Albert Lea, Minn.

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Nov. 6, 1909, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending		For Week Ending	
	Nov. 6	Nov. 7	Oct. 30	Oct. 31
	1909.	1908.	1909.	1908.
Wheat, bushels.....	2,664,000	3,626,000	3,041,000	3,631,000
Corn, bushels.....	246,000	380,000	479,000	294,000
Oats, bushels.....	9,000	24,000	42,000	2,000
Rye, bushels.....		9,000		69,000
Barley, bushels.....	74,000	230,000	75,000	97,000
Flour, barrels.....	323,600	232,400	290,600	299,000

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of October, 1909:

BALTIMORE—Reported by the Acting Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	1,217,018	961,654	500,076	1,217,598
Corn, bushels.....	689,846	145,846	319,641	29,180
Oats, bushels.....	152,075	348,899	20	1,638
Barley, bushels.....	3,471			
Rye, bushels.....	120,261	217,290		85,713
Timothy Seed, lbs.....	5,428	4,780	1,532	3,037
Clover Seed, lbs.....	8,365	1,463	327	1,086
Hay, tons.....	6,889	5,553	1,415	1,385
Flour, barrels.....	335,317	367,117	139,890	184,399

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Flour, barrels.....	251,791	228,814	77,787	91,098
Wheat, bushels.....	2,141,054	1,007,693	1,523,765	901,206
Corn, bushels.....	208,130	62,372	135,695	
Oats, bushels.....	378,918	396,609		34,080
Rye, bushels.....	6,353	60,638		70,786
Barley, bushels.....	5,750	70,512		12,232
Flaxseed, bushels.....	2,818			
Peas, bushels.....	24,552	19,479	14,372	16,726
Millfeed, tons.....	4,754	1,684	78	
Corn Meal, barrels.....	4,130	4,080	1,174	3,843
Oat Meal, barrels.....	16,425	16,699	11,012	7,197
Oat Meal, sacks.....	20,638	22,769	15,785	16,139
Hay, tons.....	16,959	8,430	2,092	24

BUFFALO—Reported by Fenton M. Parke, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	13,470,731	12,445,195		
Corn, bushels.....	2,969,128	1,681,771		
Oats, bushels.....	1,636,738	1,139,245		
Barley, bushels.....	2,640,270	2,909,272		
Rye, bushels.....	387,770	501,475		
Flax Seed, bushels.....	1,536,723	2,321,250		
Flour, barrels.....	5,381,724	2,076,537		

CHICAGO—Reported by George F. Stone, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	3,601,900	2,648,010	1,837,749	1,984,818
Corn, bushels.....	7,075,650	3,558,911	6,541,628	4,548,031
Oats, bushels.....	8,520,175	8,889,172	7,534,632	8,031,693
Barley, bushels.....	3,963,956	3,606,788	1,116,056	1,072,979
Rye, bushels.....	193,350	175,010	88,165	78,575
Timothy Seed, lbs.....	9,000,912	8,691,521	3,148,161	2,689,289
Clover Seed, lbs.....	514,300	1,307,059	331,749	1,002,016
Other Grass Seeds, lbs.....	6,996,864	4,061,374	6,156,769	5,895,283
Flax Seed, bushels.....	147,000	502,286	43,327	1,178
Broom Corn, lbs.....	2,536,157	4,278,392	1,944,208	2,145,427
Hay, tons.....	22,848	26,911	1,330	1,481
Flour, barrels.....	609,757	987,736	1,043,558	1,170,959

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	498,913	472,072	474,016	417,750
Corn, bushels.....	500,316	499,479	303,400	264,438
Oats, bushels.....	644,752	584,863	457,348	210,678
Barley, bushels.....	114,610	185,252		3,000
Rye, bushels.....	107,318	59,108	25,598	27,018
Malt, bushels.....	126,000	110,500	10,524	21,872
Timothy Seed, bags.....	10,090	10,848	4,554	4,534
Clover Seed, bags.....	2,339	4,755	3,272	2,364
Other Grass Seed, bags.....	27,018	12,689	10,309	14,837
Hay, tons.....	17,048	15,709	10,145	9,414
Flour, bbls.....	140,629	177,264	82,239	120,181

CLEVELAND—Reported by M. A. Havens, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	156,216	79,035	23,998	44,730
Corn, bushels.....	144,950	141,549	57,344	30,350
Oats, bushels.....	610,860	450,011	101,702	103,565
Barley, bushels.....	56,765	34,780	1,200	2,300
Rye, bushels.....	2,100		1,030	
By Lake—				
Wheat, bushels.....	110,000	85,000		110,000
Corn, bushels.....	10,700			
Flax Seed, bushels.....	117,000	148,000		
Hay, tons.....	8,474	7,012	1,833	602
Flour, bbls.....	61,940	10,527	13,990	2,209

Receipts (1908) by lake; bu.: Oats, 256,000; Hay, tons, 127. Figures in regular table above include both rail and water handlings; for 1908 the figures are for rail handlings only. For rail figures, 1909, subtract as indicated; rail and water figures will be kept separate from now on.

DETROIT—Reported by F. W. Waring, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	537,726	586,936	18,579	6,710
Corn, bushels.....	248,133	132,260	108,134	57,982
Oats, bushels.....	322,589	384,000	84,246	109,648
Barley, bushels.....	162,369	138,000		
Rye, bushels.....	51,708	63,600	11,732	55,984
Flour, barrels.....	28,858	31,400	28,204	11,600

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	17,580,973	12,159,115	13,234,364	9,425,668
Corn, bushels.....	78,487		121,627	
Oats, bushels.....	1,211,123	1,525,427	877,776	1,073,741
Barley, bushels.....	1,533,491	1,543,250	1,816,640	1,671,914
Rye, bushels.....	111,520	248,258	103,779	198,043
Flax Seed, bushels.....	3,185,274	4,917,603	2,171,900	3,193,910
Flour, bbls.....	1,116,500	988,750	1,083,590	1,106,255
Produced.....	125,015	137,675		

GALVESTON—Reported by C. McD. Robinson, Chief Inspector of the Cotton Exchange and Board of Trade.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....			86,641	222,857
Corn, bushels.....			819,920	960,856

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	1,541,600	1,561,000	353,731	674,392
Corn, bushels.....	360,800	150,000	457,196	113,850
Oats, bushels.....	1,020,000	2,036,800	569,770	1,635,083
Barley, bushels.....	2,586,800	1,928,800	785,052	1,086,133
Rye, bushels.....	163,000	178,200	60,850	133,200
Timothy Seed, lbs.....	928,065	876,115	302,715	322,295
Clover Seed, lbs.....	1,260,127	1,380,531	898,705	324,235
Flax Seed, bushels.....	104,940	114,480	930	
Hay, tons.....	2,786	3,855		147
Flour, bbls.....	451,125	293,375	524,885	509,638

MONTREAL, QUEBEC, CANADA—Reported by George Hadrill, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	7,636,039	6,473,697	5,318,692	4,989,833
Corn, bushels.....	34,480	25,262	70,690	
Oats, bushels.....	613,332	345,858	34,465	18,188
Barley, bushels.....	226,001	291,531	90,158	51,319
Rye, bushels.....	58,001	159,999		25,617
Flax Seed, bushels.....	68,455	5,257	26,640	
Flour, bbls.....	274,349	185,214	179,850	170,605

MINNEAPOLIS—Reported by E. S. Hughes, Asst. Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	12,922,310	14,885,170	2,726,190	2,235,405
Corn, bushels.....	259,120	117,770	187,260	78,920
Oats, bushels.....	2,975,130	1,793,160	2,151,660	1,547,450
Barley, bushels.....	4,038,400	2,619,170	3,426,400	2,724,590
Rye, bushels.....	459,270	337,440	256,880	169,120
Flax Seed, bushels.....	2,219,010	2,357,830	583,950	513,840
Hay, tons.....	2,290	3,150	310	540
Flour, bbls.....	24,921	35,001	1,938,108	1,565,084

NEW YORK—Reported by H. Heinzer, Statistician of the Produce Exchange.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	4,983,500		3,529,896	
Corn, bushels.....	472,650		238,069	
Oats, bushels.....	1,817,175		9,688	
Barley, bushels.....	82,375		180,051	
Rye, bushels.....	21,850			
Timothy Seed, lbs.....			6,319 bags	
Clover Seed, lbs.....	14,986 bgs		18,578 "	
Other Grass Seeds, lbs.....				
Flax Seed, bushels.....	143,000			
Hay, tons.....	35,587		16,673 bbls	
Flour, bbls.....	878,114		347,201	

OMAHA—Reported by F. P. Manchester, Secretary of the Grain Exchange.

Articles	Receipts		Shipments	
	1909	1908	1909	1908
Wheat, bushels.....	1,838,400	2,049,600	637,000	1,501,000
Corn, bushels.....	1,425,600	460,900	979,000	396,000
Oats, bushels.....	2,291,200	2,268,800	979,500	1,743,000
Barley, bushels.....	113,000	184,000	22,000	38,000
Rye, bushels.....	27,000	4,900	17,000	16,000

PHILADELPHIA—Reported by Frank E. Marshall, Secretary of the Commercial Exchange.

Wheat, bushels.....	1 822 285	2 837 935	1 331 237	2 314 540
Corn, bushels.....	117 822	81 131	55 975	
Oats, bushels.....	399 659	493 358		
Barley, bushels.....	2 000	22 000		
Rye, bushels.....	16 000	52 800		
Timothy Seed, bags.....	2 071	2 142		
Clover Seed, bags.....	1 145	551		
Other Grass Seeds, lbs.....	315			
Flax Seed, bushels.....	41 600	139 200		
Hay, tons.....	9 315	8 701		
Flour, bbls.....	356 549	464 521	198 321	194 820



## ELEVATOR AND GRAIN NEWS

### IOWA.

The Summers Seed House will build a warehouse and elevator this fall at Malvern, Iowa.

The M. A. Moore Co., of Lemars, Iowa, will install a Hall Signaling Grain Distributor.

Hakeman Bros. contemplate the erection of an elevator at Hartwick, Iowa, in the near future.

The Neola Elevator Co., of Neola, Iowa, has bought the Oregon Lumber Co. yards at Cambridge, Iowa.

The Farmers' Elevator Co. has been rebuilding the elevator at Moorland, Iowa, that was recently destroyed by fire.

Ora Morse, of Oregon, Mo., has purchased the Robert Cottier Elevator at Shelby, Iowa, and will remove to that place.

The Le Mars Grain Co., of Le Mars, Iowa, with \$5,000 capital stock, has been incorporated by W. A. Moon, F. A. Post and F. D. Moore.

The farmers of Buckeye and Alden townships, Blackhawk Co., Iowa, have organized the Farmers' Elevator Co., with \$5,000 capital stock.

The O. A. Talbot Co., of Keokuk, Iowa, will build in the spring a cribbed elevator 36x42 ft. in size and storage house 42x306 ft. in size.

Turner Bros., who operate elevators at several points in Missouri, have acquired the elevator at Essex, Iowa. Joseph Swanson will be manager.

The Ober-Kingsbury Grain Co., of Mason City, Iowa, has sold its elevator in Ida Grove, Iowa, to C. M. Good, who has been the concern's local manager.

The promoters of the farmers' elevator at New Hampton, Iowa, have sold all of the stock provided for in the by-laws and the work of construction will soon begin.

Work has been commenced on the new Frerichs Elevator at Holland, Grundy Co., Iowa. It will have a capacity of 20,000 bushels. The old elevator will be torn down.

Work has commenced on the rebuilding of the Inglis Bros.' Elevator at Nevada, Iowa, which was destroyed by fire some months ago. It is expected to have the house ready to receive grain in a short time.

The Farmers' Elevator Co., of Buckeye, Hardin Co., Iowa, with \$5,000 capital stock, has been incorporated by E. C. Nuenfeldt, Ernest Letbow, Gustav Runge, Daniel Munson and William McBride.

The Farmers' Elevator Co., of Washta, Iowa, has been organized. The new concern has bought the Stevens Elevator. Articles of incorporation will soon be filed, with \$1,700 capital stock. The officers are: President, John Haburn; secretary and manager, A. N. Hamilton; treasurer, J. M. Beazley.

### ILLINOIS.

The Brocton Elevator Co., of Brocton, Ill., has dissolved.

Dickinson & Lewis have purchased the elevator at Lee, Ill.

The McDonald Grain Co. of Green Valley, Ill., has dissolved.

An elevator is being erected by the Randall Mill Co., at Tekonsha, Ill.

Wood Bros. are having an addition built to their elevator at Rantoul, Ill.

Preparations are making for a new elevator at Yorktown, Bureau Co., Ill.

John H. Harman, proprietor of the elevator at Beacon, Ill., is having it repaired.

The Weller Manufacturing Co., of Chicago, has purchased a Hall Signaling Grain Distributor.

The capital stock of the Illinois Valley Grain Co., of Ottawa, Ill., has been decreased from \$33,000 to \$15,000.

The Farmers' Grain & Coal Co., of Natrona, Mason Co., Ill., has increased its capital from \$5,000 to \$6,500.

Arrangements are being made by the farmers in the vicinity of Toluca, Ill., to build a farmers' elevator at that place.

Improvements are being made at the Twist Elevator, Pawnee, Ill., solid concrete foundations and retaining walls are to be put in at the driveway trustles.

The Farmers' Elevator at Mason City, Ill., has been making improvements recently. A new corn sheller has been put in, and a one-man elevator installed.

The Watseka Farmers' Grain Co. of Watseka, Ill., has been incorporated with a capital of \$7,500 to deal in grain, coal, farm supplies and building material. The incorporators are Weldell P. Kay,

Fred M. Pratt, Harry A. Taylor, Otto L. Butzow, J. W. Gregory.

J. C. Miller is making improvements in his elevator at Hartsburg, Ill. He is lowering the driveway about three feet.

The stockholders of the Farmers' Elevator Co., of Ashkum, Ill., held a meeting recently and organized by electing nine directors.

The Cropsey Elevator Co., of Cropsey, Ill., is building a new office. When this is completed all of the concern's buildings will be modern.

The Farmers' Grain Co. has decided to tear down its old elevator at St. Joseph, Ill., and build a modern structure with a capacity of 40,000 bushels.

The Philadelphia Farmers' Elevator Co., of Philadelphia, Cass Co., Ill., has been incorporated with \$8,000 capital stock by Frank Cosner, William Gilbert and William Ross.

The Miller-Graves Grain & Lumber Co., of Duncan, Stark Co., Ill., has been incorporated with \$24,000 capital by Charles F. Hurburgh, Anna Scott Hurburgh and Robert A. Chandler.

An addition is to be built to the elevator of the Drummer Grain Co., at Gibson City, Ill., at a cost of \$1,500. When completed the elevator will have a total capacity of 30,000 bushels.

Luehrmann & Kopplin's elevator at Altamont, Ill., has been purchased by Davies & Co., of Terre Haute, Ind. For some time the property has been owned by C. H. Duckett, of Strasburg, Ill.

Major & Wright's elevator and grain business at Coles, Moultrie Co., Ill., has been purchased by the Shellabarger Elevator Co., of Decatur. The sale of the elevator was made because of the death of Mr. Wright.

Two elevators in Bondville, Champaign Co., Ill., having a combined capacity of 80,000 bushels, have been purchased by Hitch & Kirk for \$20,000. One of the elevators was owned by Rising and Murray and the other by C. E. Ambrose.

The Berry H. Breckenridge Farmers' Grain Co., of Breckenridge, Sangamon Co., Ill., has been incorporated with \$5,000 capital to deal in grain, coal, farm implements and lumber. The incorporators are W. H. Eckel, E. D. Walker and Henry Grieme.

The Gordon Grain & Milling Co., of Lincoln, Ill., will hereafter devote itself to the grinding of grits, dealing in flour in wholesale lots and supplying all kinds of feed. The concern's elevators at Lincoln, Burtonview and Shelton will probably be purchased by farmers.

Willard Adrian, Edward Morris and J. B. Stone, all experienced grain men of Mattoon, Ill., have leased the W. L. Major's Elevator at Wrights Switch, three miles northwest of Mattoon. They will do a general grain business under the name of the Wrights Switch Grain Co. Willard Adrian will be in charge.

Farmers in the vicinity of Lincoln and Skelton, both in Logan Co., Ill., held a meeting in Lincoln recently to discuss the matter of organizing an elevator company. It was voted to consolidate the two concerns in the event that they are organized, one holding company to manage both elevators. Elevators at present for sale in Lincoln and Skelton will be inspected.

### MINNESOTA AND WISCONSIN.

The Dodge Center Elevator Co. will erect coal sheds near its elevator in Dodge Center, Minn.

The Hubbard Milling Co. is having its elevator at Mankato, Minn., recovered with galvanized iron.

The Red Lake Falls Milling Co. has begun the construction of a large grain elevator at Badger, Minn.

The Farmers' Elevator Co. has leased the elevator of the mill company at Lamberton, Minn., and is now buying grain at this place.

The R. L. Houk Elevator and cleaning house at Good Thunder, Blue Earth Co., Minn., has been completed and is receiving grain.

F. A. Starry, of Glencoe, Minn., has bought the elevator, feed grinding, flour and feed business of M. E. Whipple at Ogilvie, Minn.

Merchants of St. Peter, Minn., are talking of renting the Farmers' Elevator across the river, with the view of buying grain this fall.

The Western Elevator Co., which had been closed for several years, recently reopened at Ellendale, Minn., with James E. Lageson as agent.

The Interstate Elevator Co. is building a corn crib near its grain elevator at Appleton, Minn., and the Northwestern railroad will do likewise.

The Empire Elevator Co. has taken down the warehouse adjoining its elevator at Renville, Minn., and is rebuilding a more substantial structure.

The Tomahawk Grain Co., of Tomahawk, Wis., which had been in process of formation for some time, has been incorporated with \$5,000 capital stock by A. E. Sutliff, John W. Froelich and G. M. Sheldon. Arrangements have been made for a

lease of the Marinette Elevator in West Tomahawk, Wis. The building will be repaired and remodeled.

The Farmers' Society of Equity of Olmsted Co., Minn., held a meeting on November 6 to discuss the proposition of erecting an elevator of 35,000 bushels capacity.

The Cargill Elevator Co., of Minneapolis, has leased the P. E. Hanson warehouse at Litchfield, Minn., and is fitting it up for the drying and storing of seed corn.

The Northern Milling Co., of Wausau, Wis., has just completed a 35,000-bushel grain elevator. It was designed and erected by T. E. Ibberson, of Minneapolis, Minn.

All of the new machinery in the Teweles & Brandeis' new warehouse at Sturgeon Bay, Wis., has been installed. Cars can now be loaded directly from the bins in the elevator.

Announcement has been made that since the death of W. W. Cargill, all of the elevators controlled by the estate will hereafter be operated by a new company known as the Cargill Elevator Co., instead of W. W. Cargill.

The first American Society of Equity farmers' elevator to be erected in Polk County, Wis., will be at Dwight, a small station on the Soo line about ten miles east of Osceola. Work of construction will commence at once.

Farmers in the vicinity of Ostrander, Minn., have finally adopted articles of incorporation for a co-operative elevator. Following are the officers: President, O. P. Hadland; vice president, J. J. Hillestad; secretary and treasurer, H. O. Larson.

The Barnett & Record Co., of Minneapolis, Minn., has the contract for erecting twenty-five grain storage tanks next to the Pillsbury "A" mill in Minneapolis. They will each be about 16 feet in diameter and 100 feet high. The foundation will be of reinforced concrete, the upper portion being of reinforced concrete and tile. There will also be a working house in connection with these elevators. The total capacity will be about 430,000 bushels. The cost will be about \$100,000.

### OHIO, INDIANA AND MICHIGAN.

Wallace & Orr are erecting a 70-foot addition to the Grassemere Elevator at Elkton, Mich.

The Lennom Grain Co., of Lennom, Mich., has filed articles of incorporation with \$20,000 capital.

Work on the buildings of the Harper Elevator Co. at North Branch, Mich., is being hastened.

G. H. Anderson has installed gas and gasoline engines in his grain elevator at Seymour, Ind.

William J. Edwards & Son, of Elida, Ohio, are building an elevator at Gomer, Allen Co., Ohio.

Buckley Bros. are building a large addition to their elevator at College, near Wilmington, Ohio.

The M. E. Walker & Son Elevator at Shepherd, Mich., has been completed and the machinery installed.

L. B. Einsel of Upper Sandusky, Ohio, has purchased the Frey Elevator at Cygnet, Ohio, and will operate it.

Frank R. Smith, of Somerset, Mich., has recently added a 10 horsepower Field Engine to his elevator equipment.

Crittenden & Lambert, of Sears, Mich., have recently installed a 15 horsepower Field Engine in their elevator.

McDowell & Co., of Dalton, Ohio, are building a grain elevator at Stanwood, Ohio. Ed S. Miller will be in charge.

Charles Shore, of Evart, Mich., recently purchased a 15 horsepower Field Engine for his elevator at Dighton, Osceola Co., Mich.

A. M. Smiley is building a brick warehouse at Aurora, Ind. He handles hay and grain, but at present is not shipping grain.

The Michigan Milling Co. is erecting an elevator at Whitmore Lake, Mich., and is installing a 10-horsepower Field Gasoline Engine.

E. C. Comstock & Co., of Springport, Mich., have recently installed a 30 horsepower Field Engine in their elevator, together with other improved cleaning machinery.

The Paul Kuhn Elevator at Patoka, Ind., has been enlarged and repaired. New machinery has been installed and the facilities for handling grain are greatly improved.

John Vardaman and Ol Hupp will launch a grain and coal business in Wells Co., Ind., within a short time, with headquarters at Keystone. Later on they will build an elevator.

F. E. Kelsey, of Caro, Mich., who had been arranging to locate in Montana, has purchased a grain elevator and residence at Mendon, St. Joseph Co., Mich., it is reported.

After conducting the business six months the Rollman-Long Elevator Co., at Brookville, Ohio, has dissolved partnership by mutual agreement. Mr. Long will take charge of the elevator at Dod-



son, Montgomery Co., Ohio, while Mr. Rollman will continue the business in Brookville.

The new elevator for Messrs. Wibbels Bros., at St. Anthony, Dubois Co., Ind., is nearly completed and will soon commence operations.

The Ditzen-Kaltman Co., of New Knoxville, Ohio, has been incorporated with \$40,000 capital to deal in grain by Henry Ditzen and others.

James D. Sisson is building an elevator and granary at Cantaloupe, near Decker, Knox Co., Ind. He is a large shipper and buyer of grain and live stock.

The Lock Two Grain & Milling Co. is planning to erect an elevator at Moulton, Ohio. A site has been purchased and construction work will be commenced as soon as possible.

The Stockbridge Elevator Co., of Jackson, Mich., is putting new cleaning machinery in its elevator at Dexter, Mich., and is also installing a 10 horsepower Field Gasoline Engine.

The J. L. Green Grain Co., of Indianapolis, Ind., with capital stock of \$5,000, has filed articles of incorporation. The directors are J. L. Green, E. M. Grunsted and Harland Green.

The South Side Elevator Co., of Vincennes, Ind., with capital stock of \$10,000, has been incorporated by W. H. Vollmer, C. C. Winkler, L. H. Vollmer, J. L. Baker and J. J. Murphy.

Burrell & Morgan, the Elkhart, Ind., millers, who were lessees of the recently destroyed Harvest Queen mill at Goshen, Ind., are contemplating building a \$10,000 grain elevator for storage.

The Amendt Milling Co., of Monroe, Mich., is remodeling an elevator which it recently purchased at Petersburg, Mich., and is adding a Sprout-Waldron Attrition Mill and a 30 horsepower Field Gasoline Engine.

There is talk of a new grain elevator to take the place of the Wabash Elevator now being dismantled in Toledo, Ohio. It is understood also one of the elevators on the river front may install a marine leg.

The contract for the Bowers-Niblick Elevator at Decatur, Ind., has been let and the building is to be completed and machinery installed within ninety days. The new structure will be on the site of the old Niblick Elevator.

The East Side Elevator Co., of Toledo, Ohio, will increase its capacity one-half million bushels and make other improvements, including the building of a marine leg to facilitate water shipments. The concern has been receiving new stockholders, who will take an active part in directing its affairs.

#### SOUTHERN AND SOUTHWESTERN.

The new grain house of J. W. Quinn & Co., at Sturgis, Ky., is about completed.

The Kirby Lumber Co. is erecting its third grain house at Fuqua, Liberty Co., Texas. Two have been burned.

The Chesapeake & Ohio Railroad has been granted a permit to build an iron-clad grain warehouse at Norfolk, Va.

The South Houston Reginning and Mfg. Co., of South Houston, Harris Co., Texas, will erect a warehouse 100x200 ft.

A. Waller & Co. are erecting a large grain elevator at Uniontown, Ky. Work on the farmers' elevator at that place is also progressing.

The Galveston Wharf Co., of Galveston, Texas, has let the contract for an elevator leg to be operated by electricity and to cost \$5,000.

Steel storage tanks have been completed and a working elevator is now being added to the plant of the G. B. R. Smith Milling Co., of Sherman, Texas.

The Holdenville Grain & Produce Co., of Holdenville, Okla., has been incorporated with \$5,000 capital stock by R. M. McFarlin, J. A. Chapman and W. M. Taylor.

The Paul Bean Grain Co., of Howe, Texas, will rebuild in the spring the elevator recently destroyed by fire at that place. The new structure may be of brick or concrete.

The Trenholm-Dillard Co., of Memphis, Tenn., has been incorporated with \$20,000 capital stock by J. M. R. Trenholm, W. W. Dillard, William White, H. P. Jordan and H. H. Barker.

The elevator, mill and cooper shop of J. B. Lillie at Franklin, Tenn., have been purchased by Charles H. Corn and W. F. Eakin, both of Estill Springs, Tenn., and Pryor Lillie of Franklin, Tenn.

A charter has been granted the Union Elevator Co., of Shelby Co., Tenn., with \$2,000 capital stock. The incorporators are L. P. Cook, J. T. Morgan, J. B. Edgar, A. L. Hall and A. B. Knipmeyer.

The grain elevators at Newport News, Va., which for several years have been idle, are being put in shape and the indications are the Hawley syndicate, which now controls the Chesapeake & Ohio,

and also a large mileage in the Middle West and Northwest, is preparing to export grain through the port of Newport News in large volume.

The Collin County Mill & Elevator Co., of McKinney, Texas, will build another story to its plant for the purpose of enlarging, unloading and wheat-handling facilities. Work will begin at once.

The Kirtland & Fruitland Milling & Elevator Co., of Kirtland, San Juan Co., N. M., has been incorporated with \$10,000 capital by John T. Neilson, Elmer F. Taylor, Wm. J. Walker, et al., all of Kirtland.

The Arkadelphia Milling Co., of Arkadelphia, Ark., has decided to rebuild its flour mill and elevator. It plans to erect a metal or steel elevator with a capacity of 150,000 bushels. Efforts will be made to have one plant ready for operation by May 1.

T. H. Bunch, whose company recently went into the hands of receivers for the protection of creditors at his request, with liabilities of \$400,000, will file application for a charter for the T. H. Bunch Grain Co., with a paid up capital of \$50,000. The receivers will soon file their report.

The Smith Brothers Grain Co., which at present owns and operates one of the largest elevators in Fort Worth, Texas, will erect a second one in that city. It will be absolutely fireproof, concrete and steel being the only materials which will go into the structure. The building will cost \$30,000.

The Marks Grain Co. is now established in its new headquarters in Austin, Texas. In the rear of the main wareroom are located the storage rooms for hay separated from the rest of the building by fireproof walls and door connections. The concern will soon have a corn meal and chop meal machinery plant in connection with its wholesale grain department.

#### MISSOURI, KANSAS, AND NEBRASKA.

George Harper has leased the elevator of Mr. Guild at Topcka, Kan.

The Blair Elevator at Atchison, Kan., is being completely overhauled.

Fred Lukert has purchased the Hanson Elevator and home at Price, Nehama Co., Kan.

Ernest Lewrenz has bought the Home Grain Co.'s Elevator at Lincolnville, Marion Co., Kan.

John Case now has control of the grain elevator formerly owned by A. Plumb at Lyons, Kan.

R. T. Williams recently commenced construction work on his elevator at Hiattville, Kan.

Harris & Son are building a grain dump and elevator at their mill and coal yards in Douglas, Kan.

The Trans-Mississippi Grain Co., of Ogallala, Neb., has installed a Hall Signaling Grain Distributor.

A hay and grain storage house to cost \$10,000 will be erected at Kansas City, Mo., by H. F. Tighe & Co.

Vince Martinek and John Simecka have purchased the Sarbach Elevator at Delia, Kan., for \$8,000.

The new "Hall System" will be installed by the P. H. Pelkey Construction Co., of Frizell, Pawnee Co., Kan.

R. B. Trechsel expects to have his elevator at Idana, Clay Co., Kan., ready to begin operations before December 1.

Articles of incorporation have been filed by the Athol Co-operative Grain Co., of Athol, Smith Co., Kan., with \$10,000 capital.

The Sylvia Mill & Elevator Co., at Sylvia, Kan., has just completed two big grain tanks with a capacity of 25,000 bushels.

Fred Kemp has a large force of men at work on his grain elevator, warehouse and store buildings at Junction City, Kan.

W. A. Jacobs has sold his grain elevator, merchandise stock and live stock business at Clare, Johnson Co., Kan., to Blueford Rice, of Olathe, Kan.

The Burlingame Elevator Co.'s new elevator at Burlingame, Kan., is about completed. The machinery is all in place and the concern is contracting for corn.

W. S. Pitts, of Pawnee Co., Neb., has closed a deal for the elevator, grain and coal business of the Johnston Grain & Coal Co. of Bookwalter, Pawnee Co., Neb.

An elevator will be built on the county line directly south of Windom, McPherson Co., Kan. A switch will be put in so that the sandhill farmers can ship their stock and hay to Wichita.

S. E. King, Industrial Commissioner of the Missouri Pacific Railway, recently visited Wichita, Kan., to investigate the application of the Kaufman-Boyle Grain Co., for an elevator location in that city. The Kaufman-Boyle Co. has been after

a location in the north end milling district for years. The matter will soon be adjusted.

The stockholders of the Farmers' Elevator Co., which was recently destroyed by fire at Sterling, Kan., held a meeting on October 26 to consider the matter of rebuilding.

The frame work of the new elevator for the Central Graneries Co., to replace the structure destroyed by fire at Wymore, Neb., is now up. The foundation and pit are of concrete.

F. C. Kellogg, of Long Island, Kan., has bought the elevator owned by the Home Grain Co., at Alma, Kan. He also bought the house of the Home Grain Co. at Brewster, Kan. M. S. Miller will remain in charge at Alma.

A new elevator for Tyler & Co. has been completed at Milford, Kan., and grain is now being shipped to the mill in Junction City, Kan. The elevator has a capacity of 18,000 bushels and is equipped with modern machinery.

The big reinforced concrete grain tanks of the Kramer Milling Co., at Anthony, Kan., are complete so far as the concrete work is concerned. Workmen are now placing the timbers for the roof, which will be on a level with the old elevator bins.

The Rydal Farmers' Elevator Co., which was recently organized at Rydal, Kan., has purchased Bert Ainsworth's elevator at that place for \$6,500 and a new elevator will not be erected on the site recently purchased. The president is C. A. Ball and the secretary H. A. Paulson.

L. A. Adler, of the Independent Grain Co., at Great Bend, Kan., has purchased from the Nevling Elevator Co. of Wichita, Kan., the elevator at Goddard, Kan. The consideration was \$3,000. Up to a few months ago Mr. Adler was employed in the office of the Independent Grain Co., at Wichita.

#### EASTERN.

The Stanley-Svea Grain and Coal Co., of New Britain, Conn., has increased its capital stock from \$20,000 to \$40,000.

The Spencer Kellogg Co. will erect a grain elevator in Buffalo, N. Y., with a capacity of 1,000,000 bushels to cost \$275,000.

Harry Stamey has purchased the elevators of the new Franklin Elevator Co., located along the Western Maryland railroad, at New Franklin, Pa.

The Twitchell Champlin Co., of Portland, Maine, has opened a grain and flour store in Hiram, Maine, for the benefit of the patrons of their corn establishment.

The Philadelphia Farmers' Elevator Co., of Philadelphia, Pa., has been incorporated with \$8,000 capital by Frank Cosner, William Gilbert and William Ross.

The United Ice & Coal Co., of Harrisburg, Pa., will erect a grain elevator at that place with a capacity of one million bushels of corn and two and one-half million bushels of oats.

The firm of Peterson, Hendee & Co., of Derby, Conn., has purchased the grain and feed business of Charles B. Benedict in Great Barrington, Berkshire Co., Mass. The concern will also sell coal.

#### WESTERN.

A large force of men is engaged in erecting a grain elevator at Harrison, Madison Co., Mont.

The F. L. Gray Co. is erecting a large grain elevator and warehouse for storing hay in Colson, Mont.

The Beebe Grain Co., of Butte, Mont., has filed articles of incorporation with a capital stock of \$10,000.

The carpenter crew, comprising fifteen men, is now hard at work on the new elevator at Benchland, Fergus Co., Mont.

The 30,000-bushel elevator that the St. Anthony & Dakota Elevator Co., of Minneapolis, has been building at Malta, Mont., has been completed.

The Longmont Farmers' Milling and Elevator Co. is building an elevator at Mead, Col., with a capacity of 50,000 bushels. It is about half completed.

A new elevator has just been completed at Big Timber, Mont., with a capacity of 40,000 bushels. The most modern machinery has been installed. The stockholders are H. O. Kellogg, W. P. Franklin and John F. Asbury. H. O. Kellogg is manager.

Interior Warehouse Co. has completed its house at Ilo, Idaho. Work was started on October 1 and grain was delivered as soon as the first 40 feet of floor was laid and then the house was built around the grain, which was piled 30 sacks high. The house was filled before it was completed. It is 200x80x20 feet and 101,000 sacks of grain are stored in this structure. This company owns another



warehouse 190x50x14 feet, used exclusively for storing hay.

The Montana Elevator Co., which was recently incorporated by the Cargill-Withee interests, will build a large implement house in Stanford, Mont., this winter.

Balfour, Guthrie & Co., of Portland, Ore., have installed a complete belt system for wheat distribution at the Oceanic dock in that city. By this system the wheat is put on belts at the car doors and carried up to the bins. From the bins it is carried straight to the hold of the ship. The belt system occupies 250 feet of floor space.

The Uinta Elevator & Milling Co., which recently acquired the Evanston Mill & Elevator Co., at Evanston, Wyo., is fast getting it in shape to receive grain from the surrounding country. Heretofore many growers have exchanged their grain for supplies, but the Evanston Co. has announced that it will pay cash. The company is incorporated for \$100,000. Elmer L. Blake of St. Johnsbury, Vt., is president.

Articles of incorporation of the following companies have been filed with the county clerk at Ogden, Utah: Portage Elevator Co., Portage, Utah, capital \$15,000; Downey Elevator Co., Downey, Idaho, capital \$25,000; Cache Junction Elevator Co., Cache Junction, Utah, capital \$25,000. They will do a general grain and commission business and the principal place of business will be Ogden. The incorporators of all these companies are W. O. Kay, W. H. Barrett, L. W. Kay, O. M. Kay and F. L. Goddard. The officers are: President, W. O. Kay; vice president, L. W. Kay; secretary, W. H. Barrett.

The Macdonald Engineering Co. of Chicago has been awarded the contract to build a 200,000-bushel reinforced concrete elevator and mill building for the F. C. Ayres Mercantile Co. at Twentieth and Wazee Streets, Denver, Colo. The equipment will include feed grinding machinery, cleaning machines, drying and purifying machines, two elevator legs of 10,000 bushels' capacity, 100-ton track scale, 1,500-bushel hopper scale, automatic scales for sacking, clippers, car shovels, car spouts and car pullers. The milling and feed grinding machinery will be located in the first story of the building, which will be 18 ft. high. All to be driven by electric motors. Work was begun on the foundation on November 1, and the entire equipment is to be ready for operation by the first of January.

#### THE DAKOTAS.

A farmers' elevator is being erected at Webster, S. D.

The Farmers' Elevator Co., of Rolla, N. D., has commenced operations.

Construction work on the new elevators at Le Beau, S. D., is being hastened.

The Farmers' Co-operative Elevator at Seneca, Faulk Co., S. D., has been completed.

Work has commenced on the new elevator for the Osborne-McMillan Co. at Forman, N. D.

The elevator recently erected at Watertown, S. D., for W. H. Waterman, has begun operations.

The brick work on the Webb Elevator at Merri-court, Dickey Co., N. D., has been completed.

The Olson Elevator at Wentworth, S. D., has been sold to Cochran & Foncanon, of Aberdeen, S. D.

The two elevators that were recently destroyed by fire at Washburn, N. D., will be rebuilt in the spring.

The elevator recently completed for Davis & Hendricks at Goodrich, N. D., has been opened for business.

The Fritzen Elevator Co. has completed its elevator at Talmo, near Irene, S. D., and opened it for business.

The Farmers' Elevator Co., of Vayland, St. Lawrence Co., S. D., has been incorporated with \$10,000 capital.

The 40,000-bushel elevator at Mott, N. D., which has been in course of erection for some time, has been completed.

About seventy-five farmers in the vicinity of Lennox, S. D., have purchased an elevator owned by a line company.

The Martin Hublou Elevator Co., of Anamoose, N. D., is building an addition to its office adjoining the elevator building.

J. M. McCollum has sold his elevator at Scotland, S. D., to A. W. Swayne, cashier of the First National Bank of that place.

The Grain Growers' Co-operative Elevator Co. at Minto, N. D., has installed a 10-horsepower gasoline engine and a grain cleaner.

The Farmers' Elevator Co., at Tioga, N. D., has been reorganized and will be in the field for the purchase of grain in the near future.

David Coult, of the Atwood-Larson Grain Co., Minneapolis and Duluth, Minn., recently visited Belfield, N. D., to look over a site for an elevator.

If a suitable location can be had along the railroad, the elevator will be erected this fall.

The Philip Millard Elevator Co. has been organized at Philip, S. D., with \$25,000 capital.

Jacob Walters has sold his interest in the elevator at Emery, S. D., to Mr. Terveen and has bought the latter's Farmers' Drug Store.

The Independent is the name of a new elevator company that has been organized at Wimbledon, N. D., with George Haughton as manager.

The new town of Milroy, McHenry Co., N. D., is growing rapidly and now has two elevators owned by McIntyre & Weir and the Imperial Elevator Co.

Otto Orn has purchased the Crete Grain Co., of Crete, Sargent Co., N. D., from Jacob Peters, who will go to Montana to re-engage in the grain business.

A 20,000-bushel elevator is being erected at Adelaide, near Watertown, S. D., the Minneapolis and St. Louis Railroad having recently built a spur to that point.

The elevators owned by the Osborne-McMillan Co. and the Farmers' Elevator Co. at Garrison, N. D., which were recently destroyed by fire, will be rebuilt as soon as possible.

The St. Anthony Elevator at Buford, N. D., has been completed and is in operation. A farmers' elevator has also been agitated, but the project has not met with much encouragement.

The elevator at Wahpeton, N. D., owned by the St. Anthony & Dakota Elevator Co., has been sold to Purcell & Divit and will be repaired and made ready to handle grain at an early date.

The Farmers' Elevator Co. of Taylor, Stark Co., N. D., has opened its elevator and commenced to buy grain. The new house cost \$8,000. H. W. Brademeyer is president and H. C. Stoxen secretary.

E. E. Mills has purchased the Plymouth Elevator at Pierre, S. D., and has overhauled and equipped it for a first-class grain and fuel depot. A corn shelling and cleaning apparatus has also been installed.

C. B. Andrus, a farmer of James River Valley, N. D., and James Clemenson, a young business man of Glover, Dickey Co., N. D., have bought the Monarch Elevator at the latter town and changed the name to the Independent Elevator Co.

The elevator at Dawson, N. D., which has been under construction for some time, has been completed. This is the first farmers' elevator to be built in Kidder County and was organized with \$10,000 capital. Mr. Bon has been engaged as buyer.

#### CANADIAN.

The Atlas Elevator Co. has completed a 30,000-bushel elevator at Hubbard, Sask.

The Western Elevator Co., of Ratbwell, Man., has added a flour and feed department.

D. C. Knapp, a North Dakota grain dealer, will build an elevator at Shellbrook, Alta.

The Continental Grain Co., Ltd., of Winnipeg, Man., with \$250,000 capital, has been incorporated.

The Western Canadian Flour Mills of Winnipeg, Man., has purchased the Stonewall, Man., elevator and mill.

Work on the first of the four 1,000,000-bushel elevators of the Alberta Pacific Elevator Co., at Vancouver, B. C., has begun.

A by-law granting J. W. Ford \$10,000 to erect an elevator and flour mill at Swift Current, Sask., carried by a vote of 66 to 6.

The 300,000-bushel elevator in connection with the Ogilvie Flour Mills Co., Ltd., plant at Winnipeg, Man., has been completed.

L. P. Strong, of Calgary, Alta., will erect an elevator this fall at Cedar Cave, near Vancouver, B. C., of 1,250,000 to 2,000,000 bushels capacity.

James Innis, formerly in the milling business at Hartney, Man., is superintending the construction of elevators for Leitch Bros., at Oak Lake, Man.

The Farmers' Elevator Co., Ltd., of Killam, Alta., has opened its large, new elevator at that place. The company is well capitalized and many farmers are interested.

The new Farmers' Elevator at Melfort, Sask., has been completed. This makes the fifth elevator for the town, the total grain storage capacity being 155,000 bushels.

The handling plant of the Thunder Bay Elevator Co., at Fort William, Ont., took care of its first consignment on October 18. It is an important addition to the terminal elevator facilities at the head of the lakes.

In reply to the secretary of the Saskatchewan Grain Growers' Association, on the subject of government ownership of elevators, the Saskatchewan premier wrote that after communicating with the premiers of Manitoba and Alberta, the latter were of the opinion that unless and until constitutional amendments are guaranteed to enable the province

to undertake the grain growers' scheme on a safe basis, no end would be gained by any further conference on the subject.

While in St. John, N. B., recently, the minister of public works stated that he talked with D. M. McNicoll, vice president C. P. R., regarding additional elevator facilities at the port. Mr. McNicoll stated steps would soon be taken in that direction.

Work will be started immediately on the construction of another elevator in Port Arthur, Ont. It will be owned by the National Elevator Co. For a time it will be used for a cleaning house and will be extended and enlarged as business increases. E. W. Kneeland, of Winnipeg, Man., is mentioned as one of the men behind the project.

The fact that twenty of the twenty-five new elevators of the Ogilvie Flour Mills Co., of Montreal, are to be erected within a short time along the Soo Line, the Weyburn Extension and the line to Outlook, all contiguous to that city, has caused citizens of Moose Jaw, Sask., to be confident that the new Western flour mill of the company will be built in that town.

The big dredge Enterprise, brought to the head of the lakes for the purpose of digging a channel out to the new Grand Trunk Pacific Elevator at Fort William, Ont., has finished its work. This elevator is being erected on high, dry land. The channel made by the Enterprise is one hundred feet wide. Ultimately the channel will have a uniform breadth of five hundred feet and a minimum depth of twenty feet.

It is reported the Canadian Pacific Railway will abandon its elevator on the harbor front at Montreal, Que. It is not equipped with a marine leg, and no grain has been elevated there since May 8 last. The Harbor Commissioners' and the Grand Trunk Elevators have taken practically all of the business during the past season, owing to the diversion of the grain carrying trade to the water channels from Port Arthur.

Work on the new grain conveyors over the Manchester Line and Reford Line sheds at Montreal has advanced so rapidly that they will be in operation before the close of navigation, according to report from that city. A tower between the two sheds has already been erected and the galleries nearly completed. They will be installed with telephones so that the whole grain conveying system from one end of the harbor to the other will be under easy control from the central office in the Harbor Commissioners' Elevator.

It is planned to spend \$18,000,000 for the improvement of the harbor at Montreal. Included in the scheme is the erection of a new grain elevator, which is aimed to relieve the congestion now experienced and which will be of a large storage capacity to accommodate the local traffic. It will be connected with the sheds on Jacques Pier and Victoria Pier by a system of grain conveyors similar to that which has proved such a success in connection with the present elevator. The capacity will be more than 2,000,000 bushels.

[For the "American Elevator and Grain Trade."]

#### ST. LOUIS GRAIN AND FLOUR NOTES.

BY L. C. BREED.

Segraves & Katz, grain dealers having offices in the Pierce Building, are looking for a location at East St. Louis on which to erect an elevator.

Leading shippers claim that the corn crop tributary to St. Louis is the largest and best for years and state that advices from Texas and Oklahoma indicate that section will draw a large quantity of corn and oats from this center.

One of the members of the Exchange points out the fact that measures, if taken, to cut off speculation in grain, cotton, etc., fetters the bull and leaves the bear operator free to depress prices on the cash stuff, and that this is a point which farmers who favor legislation in that direction would do well to consider.

The delegation of thirty-six Japanese commissioners were tendered a reception on the floor of the Exchange on Wednesday. Addresses were made by President Scharff of the Merchants' Exchange and by Baron Shibusawa, the J. P. Morgan of Japan. Former President of the Exchange Gov. Francis was the chairman of the reception committee.

In discussing the question of the continued existence of the Grain Dealers' National Association in the event of the formation of the proposed national association of boards of trade, it would appear that there is a division of opinion, while in some cases parties decline to commit themselves and are awaiting an expression of their views on the part of country shippers. M. H. Cochrane, first vice-president of the Exchange, favors the retention of the Grain Dealers' National Association on the ground that the association occupies a different field. Geo. F. Powell, a former director, thinks the arbitration feature of the Grain Dealers' National Asso-



ciation has been found so serviceable that the trade would regret its loss through the dissolution of the association.

President Scharff declares in behalf of the organization that the Exchange will aid in prosecuting violators of the law against bucket shops, notwithstanding their connection with the Exchange, when referring to the issuance of bench warrants against five grain and stock brokers, two of whom were members of the Merchants' Exchange. The penalty assigned by the Exchange rules also will be enforced.

The members of the Exchange during the session of November 8 were shocked to learn of the sudden death from heart disease of W. T. Haarstick, a former president of the Exchange, which took place in an office on Pine Street near the building. Mr. Haarstick was forty-four years of age. He was for many years associated with his father, H. C. Haarstick, in the grain and river transportation business, and it is recalled that the younger Mr. Haarstick, being a close friend of Joe Leiter, gave that



THE LATE W. T. HAARSTICK.

plunger the suggestion which started the celebrated deal. Mr. Haarstick had made a tour in Europe and discovered that the conditions were such that the wheat crop would, in many instances, be a complete failure, and on his return began buying wheat, as did Leiter. Around the top, Mr. Haarstick realized his profits, but Leiter, as is well known, carried his holdings over. At the funeral services of Mr. Haarstick, all the living ex-presidents of the Exchange acted as pallbearers.

Chas. C. Nichols, the real estate man, made the trip to New Orleans and embalmed his impressions of the trip and his associates on the Steamer Alton in verse. There were forty-seven verses of his metrical compliments, of which a few samples, taken at random, are given below:

The Alton she's one of the best of boats,  
And a jolly good crowd was on her,  
Who had talents to burn, high hats and tail coats,  
No talent was kept in the corner.

The captain and crew were bold and true,  
They kept us all in good order;  
The steward fed us on eggs not few,  
And he had a mighty good larder.

Fat Charley Senter was our boss,  
And how we all do love him;  
Wouldn't we be at an awful loss  
If we could not hear his fog horn.

T. R. Ballard laughed so much,  
Tom Dun he caught the infection,  
And J. W. Kearney talked in Dutch  
And Italian to perfection.

R. W. Pommer took the trip,  
And William Farrell also;  
William A. Gordon took his nip,  
As well did Hugh McIndoe.

W. K. Stanard sang so sweet  
We wanted to hear him often,  
But he was always in retreat  
With his friend, J. R. Laughlin.

Why, there's Billy Gardner, some one said,  
And, sure enough, it was Billy,  
With his genial smile and auburn head,  
Cavorting like a young filly.

Ex-Gov. Francis, he's the real thing,  
He is a perfect wonder,  
He is everlastingly on the wing,  
And everything he'll get under.

On his return from the river trip to New Orleans, Secretary Morgan in an interview accorded the St. Louis papers stated that the congressional party was much impressed by the number and size of the thriving cities which they found along the Missis-

siippi River, and that they appeared to be seeking to inform themselves during the course of the trip on the commercial needs of that section of the country.

[Special Correspondence.]

### TRADE MATTERS IN OHIO.

BY H. L. SPOHN.

A cargo of 115,000 bushels of No. 1 Northern wheat came in to Toledo early last week from Duluth, consigned to the National Milling Co., increasing local stocks of wheat to something more than 1,000,000 bushels. There is an unusually strong demand for Northern wheat, owing to an increased call from flour consumers for certain blended grades which require the consumption of this wheat. This fact, together with the shortage of No. 2 Red, is responsible for the bringing in of more Northern wheat this year than has been known for a long time; and in view of the tenacity with which farmers in this section are hanging onto their wheat supplies, it is fortunate that there is some other source from which millers can supply their needs. As it is, nearly all the mills in the Toledo district are drawing from their wheat reserves because of the slight movement from first hands, and small elevators and not a few of the scattered mills have been driven into the larger grain centers as buyers. Orders during the week of November 6 to satisfy this trade were filled in the Toledo market for 34,700 bushels. Most of the mills are now operating at about two-thirds capacity with a fair domestic demand for their output. Operations are somewhat handicapped by an absolute lack of export flour business, foreign price notions being at least 50 cents out of line and altogether prohibitive. Little, if anything, is expected in this line before winter, and the majority of millers consider that if matters become adjusted by that time they will be extremely fortunate. Reports from various parts of the state show the growing crop to be in excellent condition and it is certain to enter into the winter under much more favorable conditions than last year.

New corn is a trifle slow in coming in and nothing of consequence has been reported up to this time in the Toledo market. A few sample cars have made their appearance and the moisture test applied has developed the fact that it is in much better condition than last year's Ohio corn crop at this time. Indeed, it now makes almost as good a showing as it did the latter part of December last year; and it is evident that not only will the quantity be exceptionally large but that the quality will be highly satisfactory. Farmers are selling the clean-up from their bins and many of the small country elevators, which have been stocked up on old corn, are moving it to make room for the new crop. This has increased the volume of Toledo receipts during the week of November 6 to nearly 40,000 bushels. There has been at the same time a strong Eastern demand, shipments amounting to nearly 50,000 bushels and somewhat reducing Toledo stocks, which at most are abnormally low, leaving on hand an estimated aggregate of less than 30,000 bushels.

A nice business has been done in oats recently, the movement from first hands being more active than it was a few weeks ago. Farmers are evidently selling some oats to raise cash for taxes, holiday expenses, and other annual disbursements, and prefer to let loose of a portion of their oats rather than to open up their wheat bins. Receipts at Toledo during the week named amounted to 63,000 bushels, but a strong Eastern demand was responsible for shipments of more than 99,000 bushels, decreasing the Toledo available supply of oats to a total of about 413,000 bushels.

The movement of rye has been quite light recently, and it is estimated that the amount in stock at Toledo aggregates perhaps 45,000 bushels.

Guy G. Major, of the Guy G. Major Co., linseed oil producers, with large operations at Toledo, was recently elected to a seat in the Toledo Produce Exchange.

A committee from the Illinois Grain Dealers' Association visited the Toledo Produce Exchange on November 9, for the purpose of establishing more friendly relations and taking such action as may be deemed advisable to expedite the heavy movement of grain. The committee was composed of President George D. Montelius of Pipe City, Director J. E. Collins of Garret, and Sec'y S. W. Strong of Pontiac. Suitable arrangements were made to receive the visiting delegation and a local committee on entertainment was appointed comprising the following: F. O. Paddock, E. H. Culver, H. L. Goemann, W. H. Haskell, Fred Jaeger, J. H. Bowman, W. W. Cummings, E. L. Camp and J. E. Rundell.

While clover seed receipts are but a fraction of what they were a year ago, there has been at Toledo a slight increase in arrivals recently. Bag receipts for the week of November 6 were 2,150, against 3,500 the same week a year ago. Thus far this season receipts at Toledo have amounted to

16,719 bags, compared with 63,175 bags for the same period last season.

The first car of new corn received in the Toledo market was delivered to W. A. Rundell & Co., and came from northwestern Indiana. It received the grade of No. 4 Yellow, showing 20.6 per cent of moisture.

David E. Harrouns, who for some time has represented the Travis-Emmick Co. on the floor of the Toledo Produce Exchange, has resigned his position and engaged in other lines of business.

The East Side Elevator Co., of Toledo, has decided to increase its capacity a half million bushels and to make extensive improvements, including the building of a movable leg to facilitate water transportation. It is understood that some changes have been made in the personnel of the concern, but that A. W. Boardman will continue at its head. W. W. Edwards of Leipsic, Ohio, has purchased a large block of the stock. The company already has a capacity of 1,000,000 bushels. It is said that an effort is being made to make Toledo a large spring wheat distributing point.

With the consent of the stockholders, which will doubtless be given at a meeting to be held December 1, the last of the famous Wabash wooden elevators at Toledo will be torn down. The company, known as the Toledo & Wabash Elevator Co., will wind up its business affairs and disband. It was organized about thirty-five years ago with an original capital stock of \$1,200,000, and for years paid enormous dividends, sometimes amounting to more than 12 per cent. Later, when the company sold all its holdings, except elevator No. 5, to the Wabash Railroad, its stock was reduced to \$120,000. This elevator was closed down about a year ago and has since been idle. At a recent meeting the following officers were elected to close out the affairs of the concern: President, R. H. Baker; vice-president, L. W. Frost; secretary-treasurer, D. B. Durfee. These, with S. C. Reynolds, J. H. Bowman, C. L. Reynolds and Alfred T. White, constitute the directorate.

A new grain partnership was recently organized for business at Bowling Green, O., by Dell B. Noyes, formerly connected with the East Side Milling Co., of Toledo, and lately resigned as secretary and treasurer of the Royce & Coon Grain Co., of Bowling Green, and A. E. Huffman, of that city. A new elevator will be built by the tracks of the T. & O. C., and will be ready for business by January 1.

A resolution introduced by A. Mennell of Toledo, head of the Isaac Harter Milling Co., at the recent meeting of the 'Ohio Grain Dealers' Association at Columbus, favoring the selling of wheat by the hundred-pound weight instead of by the bushel, was carried without a dissenting vote. Toledo grain and seed men are generally in favor of the change and express the opinion that the saving in work, particularly bookkeeping, would more than compensate for the trouble and inconvenience attendant upon a reform in long-established customs. In speaking of the matter Mr. Mennell said: "The present system of selling wheat by the bushel is not only absurd but confusing and expensive. Wheat is sold by weight anyhow, and why should it be necessary to reduce the figures to bushels in order to fix a price? If all wheat weighed the same there would be some excuse for the bushel system, but such is not the case, and the difference in the quality of grain causes almost endless confusion. I am confident everybody connected with the grain business, particularly the farmer, would be saved worry and expense if the system of marketing wheat by the hundred pounds were put into effect."

Charles J. Sanzenbacher has assumed his new duties as auditor, one of the best paying positions in the gift of Lucas county people. Mr. Sanzenbacher, at the age of thirteen years, left school to accept a position as messenger boy for the Wabash Elevator Co. In ten years he had advanced to the position of foreman of Wabash Elevator No. 5, which is soon to be razed. For several years he has held various positions of trust.

The State Board of Agriculture of Ohio will conduct a "one-acre corn contest," in each county of the state where three men have been appointed by the county commissioners to measure the square acre of each contestant, weigh all the corn in the ear, weigh a hundred pounds on the cob, then shell and weigh the kernels, making certificates of the result to be forwarded to the department. They will also certify the facts as to the time of planting, the kind of soil, the fertilizer used, the kind of cultivation and any other important facts. Eight substantial prizes will be awarded the winners to be announced and their products exhibited at the annual corn show, which will be held in Columbus in January.

Former County Treasurer George W. Fearnside, of Bowling Green, O., has been selected to fill the position of secretary and treasurer of the Rice & Coon Grain Co. of that city, recently made vacant by the resignation of D. B. Noyes.

Henry L. Goemann, J. W. Young and F. O. Paddock represented the interests of Toledo grain men at an important meeting held in Cincinnati last week. The former presided over the meeting, which



was made up of representatives from the larger grain centers of the country. The meeting sent up a strenuous protest against the proposed wiping out of transit privileges and appointed a committee to arrange with the Interstate Commerce Commission for a conference at which the grain and milling interests may present their views upon this question. It was contended that the wiping out of transit privileges might mean the wiping out of investments which have been made predicated on the use of the transit. The further objection to such action was urged that these privileges are absolutely necessary for interior points to protect through shipments to final destination at the rate in effect at the original point and that without it much trade with millers and transfer elevators would be absolutely impossible.

Among recent visitors on the floor of the Toledo Produce Exchange were the following: C. H. Kortier, Bradner, O.; E. T. Censteinborder, Sidney, O.; C. H. Sterling, Silver Creek, N. Y.; O. King, Indianapolis; G. E. Davis, Cincinnati; Charles Franke, Fostoria, O.; Merle L. Mericle, Bradner, O.; J. Ralph Pickell, Chicago; George B. Hammond, Arlington, O.; Henry Pfafenbach, Elmore, O., and B. O. Bistline, Bradner, O.

### AGAIN THE LIVE STOCK.



Some of the bulls' "props" broke this week. So did the market. Of course Mr. Bull claims he'll have 'em fixed up soon.—November 6.



That "cat" has bothered him some this week. Mr. Bear says, however, that it isn't "strong" and can't live much longer.—October 30.



Is his main plank strong enough to cause still "higher prices," or will there be a break soon in both the cash demand and market?—Zahm & Co.'s Weekly Cartoons.

The police of Duluth have begun an active war on the grain-door thieves at that terminal by making arrests. The doors are systematically stolen and converted into fuel. The police, however, say that if prosecutions are pushed on this charge it will involve a number of parties who have figured prominently in local affairs, as it is known that they have made use right along of the material which the roads are seeking to preserve. It is asserted that the grain doors are allowed to lie along the tracks for months at a time without any effort being made by the company to gather them up, although they sometimes do send men around to get those which may be found to be worth the time and trouble to put into use again.

## THE EXCHANGES

Secy. E. D. Bigelow represented the Kansas City Board of Trade at the New Orleans Deep Waterway Convention.

Effective November 1 the inspection charge at Milwaukee is 40c per car including free sample to the consignee.

Chicago Board of Trade membership has changed hands during the past thirty days at \$2,450 net to the buyer.

The Champaign Grain Exchange has been incorporated at Champaign, Ill., by H. G. Marshall, A. D. Ricketts, and B. C. Beach.

The following gentlemen now constitute the cash grain committee of the Chamber of Commerce:—G. A. Morris, chairman; R. C. Davis, P. B. Getchell, H. F. McCarthy.

Sec'y Geo. H. Morgan, John Messmore and Chas. F. Beardsley were the official representatives of the St. Louis Merchants' Exchange at the Deep Waterway Convention at New Orleans.

A movement is on foot at St. Louis to have the state grain inspection department make a "Pacific Grade" of wheat to correspond to that in effect under the rules of the Illinois Department.

The committee on regular terminal elevators of the Minneapolis Chamber of Commerce is composed of:—H. F. Douglas, chairman; F. B. Wells, J. D. McMillan, Jos. Chapman, jr. Committee on investigation:—Geo. P. Case, chairman; D. A. McDonald, S. J. McCaull.

President Burrell of the Chicago Board of Trade has appointed the following delegates to attend the National Corn Exposition, to be held in Omaha, on December 6-18, 1909: William N. Eckhardt, chairman; J. C. F. Merrill, Robert McDougal, H. A. Rumsey, F. A. Paddleford.

The Atchison, Kan., Board of Trade is endeavoring to make that market a "cash grain consignment market" in competition with Kansas City. At noon of each day samples of the grain shipped to Atchison will be displayed at the Board of Trade rooms in the Simpson Building, where the grain dealers will bid on them.

The Montreal Corn Exchange has refused to be represented on a deputation which will ask of the Canadian government the building of a new Welland Canal. The Exchange is definitely committed to support of the Georgian Bay Canal scheme and would not take any action which might delay the carrying out of that scheme.

Pittsburg elevators, under the Rules of the Exchange, are required to give bond to protect receivers, shippers and custodians of grain or hay stored at said elevators against fraudulent issue of receipts or weight certificates; and their bins, books and business as relates to weighing and storing grain and hay shall be open to inspection by the proper officers of the Exchange.

An investigation of the September wheat and oats deals was ordered on October 12 by the directors of the Chicago Board of Trade the committee being Frank M. Bunch, J. C. F. Merrill, Frank B. Rice, S. P. Arnot, and Harry Boore. This committee reported on October 25, stating the facts of the matter and recommending that the rules be amended to have a settling figure made by a committee.

The grain committee of the Philadelphia Commercial Exchange on October 30 adopted a new schedule of grain inspection charges, as follows, effective November 28, to-wit: 30 cents a car for inward inspection of grain for export and 20 cents per 1,000 bushels for outward inspection; for domestic consumption 40 cents per car. This is an increase of ten cents over the old rate. The old charge of 20 cents for samples will hold good.

The Minneapolis Chamber of Commerce has adopted the following rates for sampling grain, now effective:—Sampling and getting type sample, 25c; special samples to settle differences, 50c; sampling and rolling mustard seed, \$1; resampling cars, 20c. Where sample is required from car in St. Paul \$1 will be charged in addition to the regular charge. At other stations the charge will be according to the time required and the necessary expense incurred.

The Minneapolis Chamber of Commerce is face to face with the question, When does ownership to grain sold to mills pass to the purchaser? The practice has been to regard ownership as passing when grain was sold by the commission man to the mill and was in the freight yard; but early in October the Washburn-Crosby and the new Pillsbury Flour Mills companies gave notice that they would not consider the transfer to have been consummated until the grain is actually delivered at the mill, which in case of yard congestion may be several days after the nominal transfer has been made.

### SPRING FUTURES AT TOLEDO.

Numerous Ohio, Indiana and Michigan Millers have asked Toledo to establish trading in spring

wheat futures. They do not ask that our system be changed to allow of No. 1 Northern or No. 2 Red being delivered, on contracts but to continue the market just the same as it always has been, a strictly winter wheat one, but in addition to dealing in winter wheat futures also have trading in the spring. This could be done by one specifying December or May winter or spring, and would still leave Toledo really the only winter wheat market in the country. Toledo is certainly well situated to handle spring wheat from the Northwest. Our harbor is one of the finest on the lakes. Boats are now coming here from Duluth with wheat purchased by local and outside millers, and said boats can nearly always obtain something to carry back. Millers in this and other states could get their supplies of spring wheat from here by rail very quickly. There must, however, be some adjustment of freight rates. Those by water to Toledo are all right but some of the Western markets seem to have the best of us on rail rates. The grades of No. 1 Hard and No. 1 Northern here are identical with those of Duluth and Minneapolis. It will be necessary for some of the elevators here to make arrangements to unload by boat, there being only one of a million and a half capacity so equipped at present. We favor the proposition.—Zahm's Red Letter.

### CHANGES IN EXCHANGE MEMBERSHIP.

Chicago.—Sec'y Geo. F. Stone reports the following changes made October in the membership of the Chicago Board of Trade:—New members—John W. Spellman, Lincoln, Ill.; Albert J. Erdman, 30 Broad St., New York; Albert C. Loring, with the Pillsbury Company, Minneapolis; Edwin S. Heron, Milford, Ill.; Jesse L. Smith, 119 Adams St., Chicago; John J. Kemp, Lexington, Ill.; Killian V. R. Nicol, 533 Postal Tel. Bldg., Chicago; Jed. W. Pearson, 200 American National Bank Bldg., Chicago; H. S. Bicket, 4 Board of Trade Bldg., Chicago; Stephen A. Dalton, 551 Chamber of Commerce Bldg., Minneapolis; F. J. O'Neill, 225 Produce Exchange Bldg., New York; Walter McDougall, 320 Postal Tel. Bldg., Chicago; Frank J. Martin, 225 La Salle St., Chicago; D. A. Badenock, 400 N. Union St., Chicago; F. H. Price, 323 Postal Tel. Bldg., Chicago. Memberships sold—C. W. Spitley, E. E. Paine, H. L. Little, J. G. Coleman, jr., Com. Grabo, Ubric King, J. P. Allen, James Nicol, John A. Hamlin, E. L. Ray, B. J. Burns, Geo. R. Hunt, jr., F. S. Kingsbury, R. E. Morgan, C. F. Rogers, J. W. McMillan.

Cincinnati.—C. B. Murray, superintendent, reports the following changes in the membership of the Cincinnati Chamber of Commerce:—New members elected November 2—M. B. Hoffman, general agent The Virginia Railway, 609 Traction Bldg., Cincinnati; Chas. W. Turner, jr., with Nye, Jenks & Co., grain and feed, Minneapolis; John C. Montieith, manager of Thompson, Brown & Co., bankers, the Mercantile Library Bldg., Cincinnati. Membership transferred—Wm. J. Lippincott (deceased), D. J. Kallahar, Henry J. Good.

Duluth.—Chas. F. MacDonald, secretary, reports the following changes in the membership of the Duluth Board of Trade for October:—New members—Willard I. Ray, Minneapolis; F. N. Chaffee, Carlington, N. D.; Arden O. Grover, Duluth. Withdrawn—S. Glover, G. C. Harper, W. N. Bemis.

Milwaukee.—H. A. Plumb, secretary, reports the following changes in the membership of the Milwaukee Chamber of Commerce in October:—New members—M. S. Hyland, Geo. Brickbauer, J. E. Woodworth, Geo. E. Robson, A. C. Backus, W. S. McLaughlin, H. C. Wyman, E. N. Osborne. Transferred membership—D. L. Prentice (deceased), E. J. Franke, M. L. Henderson, F. W. Smith, A. F. Backhaus (deceased), Chas. A. Johnson, S. P. Arnot, Thos. C. Brown.

Minneapolis.—E. S. Hughes, assistant secretary, reports the following members admitted to the Minneapolis Chamber of Commerce during October:—Walter Turle, Duluth; John W. Avery, Minneapolis; Homer D. Wells, Minneapolis; Chas. E. Hunting, McGregor, Ia.; C. S. Christensen, sr., Madelia, Minn.; J. G. Claphamson, Minneapolis.

New Orleans.—H. S. Herring, secretary, reports the following additions to the membership of the New Orleans Board of Trade in October:—Full membership, Jno. F. Finke, jr., P. Graham & Co. Visiting membership—May & Ellis Co., H. P. Schuck, Roger J. Monroe, D. H. March, John D. Hunter, P. E. St. Martin, Carolina Rice Mills, Goldsboro, N. C.

Omaha.—F. P. Manchester, secretary, reports that W. A. Lawson of Lawson Bros. & Company of Chicago has been admitted to membership in the Omaha Grain Exchange.

St. Louis.—Eugene Smith, assistant secretary, reports the following changes in the membership of the St. Louis Merchants' Exchange during October: New members—Lyman R. Bowman, Scott County Milling Co., Sikeston, Mo.; Chas. P. Cummings, Cochrane Grain Co., 309 Chamber of Commerce, St. Louis; Fred B. Godfrey, Home Grain Co., Kansas City, Mo.; John W. Spellman, Spellman & Co., Lincoln, Ill. Withdrawn—Thos. F. Shea, E. G. Hofmann, C. W. Lonsdale and Chas. W. Spitley.



San Francisco.—T. C. Friedlander, secretary, reports that the following were elected to the membership roll of the Merchants' Exchange at the last meeting of the board of directors:—Joaquin Freitas, with Sherry, Freitas Co., Inc., to succeed M. T. Freitas; H. L. E. Meyer, jr., with Meyer, Wilson & Co., to succeed H. L. E. Meyer; T. W. Smith, with Paterson, Smith & Pratt, to succeed G. W. Smith; H. C. Scrutton, with Coulson Poultry & Stock Food Co., to succeed A. E. Wellington.

Toledo.—Archibald Gassaway, secretary, reports that Guy C. Major of the Guy C. Major Co., linseed oil manufacturers, Toledo, has been admitted to membership in the Toledo Produce Exchange.

#### THE CALGARY GRAIN EXCHANGE.

The picture herewith is from a photograph showing the members present at the first meeting of the Calgary Grain Exchange, Limited.

The Exchange has been organized a little over a month, and at present is occupying temporary quarters but expects to move into permanent quarters in the Exchange Building, now being built, about January 1, 1910.

The Exchange was organized with 60 members and now has about fifteen applications pending. The officers are the following: L. P. Strong, presi-

the seller must furnish within forty-eight hours, and buyer must accept, another car equal in quality and grade to sample sold by, upon terms of original contract. Provided, that if seller does not furnish another car within specified time, the terms of settlement must be determined by private arbitration, without delay.

#### MEMBERSHIPS.

"Add a new paragraph to Section 7 of Rule 12, as follows:

"Any membership in this association, offered for sale, or sold conformably to the Charter, Rules and By-Laws of this association, may be purchased by a member of the association in good standing, and on such purchase the person disposing thereof shall thereby cease to be a member and relinquish all rights and privileges under or by virtue of such membership, and all right, title and interest in the Gratuity Fund in this association under or by virtue of such membership.

"Such additional membership so purchased by any such member may be transferred to his name on the books of the association without payment of the customary transfer fee; provided, however, that any member who acquires such additional membership shall acquire for himself, his legal representatives, widow or heirs, no further or greater rights

rights or privileges, but such additional membership shall be subject to all annual dues and assessments; provided, however, that in any case where any member of this association to whom any such additional membership shall have been transferred on the books of this association shall have forfeited his primary membership, or offered his primary membership for sale conformably to the Rules of this association, any and all additional memberships held by him shall at the same time be likewise forfeited or offered for sale subject to all the Rules and By-Laws of this association; and provided, further, that the disposition of or the trading or dealing in such additional memberships by any member of this association shall in no wise affect the primary membership of such member except in case such additional certificate shall be the subject matter of any trade or contract in violation of any of the Rules or By-Laws for the regulation of trading and contracts by and between the members of this association."

#### INSPECTION RULES.

"An amendment to the Inspection Rules of the Chamber of Commerce is recommended by the Board of Directors, as follows:

"Amend Rule 19, Section 1, Inspection Grades, by adding after No. 4 oats, the following:

"Grades of 'purified' oats shall correspond with the other grades of oats, except that same shall be designated as 'Purified.'"

"Amend Rule 19, Section 1, Inspection Grades, by adding after paragraph relating to 'Chevalier' and 'Bay Brewing' barley, the following:

"Barley which has been chemically treated shall not be graded at all."

#### FEDERATION OF EXCHANGE.

President J. A. Bunnell has appointed S. P. Arnot, chairman, and F. B. Rice, Walter Fitch, W. N. Eckhardt and Robert McDougal a committee to take such steps as they may deem advisable looking to the formation of a Federation of Grain Exchanges of the United States and Canada, and to report to the board of directors of the Chicago Board of Trade.

President Welding Ring of the New York Produce Exchange has appointed a similar committee consisting of L. W. Forbell, Lyndon Arnold, T. Harry Story, George R. Green, Wm. H. Trafton, H. M. Bogert and John Aspegren. This committee met on October 26 and organized by electing L. W. Forbell chairman, and Wm. H. Trafton secretary.

"Every member of the committee believes that the proposed federation is necessary," says the Journal of Commerce; "and active work will now be done to bring it about. Other exchanges are working in the same direction. Chairman Forbell, who has just returned from a trip through the West, said that there is great interest in the project in all of the grain markets.

"In connection with the plan, New York is expected to hold a meeting, in the nature of a conference, of all the exchanges of the country. The matter of inviting the exchanges to this meeting was considered at the meeting of October 26. The date will be agreed upon later, but it will probably be sometime in the spring of 1910. The main idea of this meeting will be to bring the various markets of the country in closer touch with each other.

"Serious questions, which it is expected will come before a national confederation, are, the inspection of grain, including the matter of uniform grading, the advisability of requiring margins as security on purchases and sales of cash grain for future delivery, and the subject of railroad rates."

A call for the meeting to consider the formation of the Federation has been issued by the Chicago Board and it will be held on November 15 at Chicago.

#### WEIGHING RULES AT BUFFALO.

The Pittsburg Grain and Flour Exchange has arranged a weighing bureau, which will be operated under the following rules, which constitutes "Article 23—Weighing" of the Rules of the Exchange:—

"Sec. 1. The Board of Managers shall at their first meeting after the annual election, or in case of failure to appoint at that time, at any meeting thereafter, appoint a weighmaster, who shall hold office for one year, or until his successor shall have been appointed, and duly qualified.

"Sec. 2. The Board of Managers shall at the same time when making the appointment, fix the salary of the weighmaster.

"Sec. 3. The Board of Managers shall at its first regular meeting, or in case of failure to do so at that time, at any subsequent meeting, fix the rates for weighing of grain, hay, straw, or mill feed, for the following year. An account of all receipts and disbursements of the weighing department shall be kept by the weighmaster of the Exchange, and a report thereof shall be made to the Board of Managers monthly.

"Sec. 4. The weighmaster appointed by the Board shall inspect at least once a month, and more frequent if in his opinion the same is necessary, all scales used in the elevators the Board may make 'regular;' he shall issue certificates of weights on a form to be prescribed by the Managers of the Ex-



SOME MEMBERS OF THE NEW CALGARY GRAIN EXCHANGE.

dent; Wm. Carson, vice-president; D. O. McHugh, acting secretary; Chas. W. Rowley, treasurer; directors, L. P. Strong Wm. Carson, C. W. Rowley, J. McFarland, Arthur Pierson, J. K. Cummings, E. M. Walbridge, A. B. Campbell, L. W. Leisner, F. H. Brown, G. R. Severson, K. L. Bracket, P. J. Berjeron, S. Helling, S. W. Henderson.

#### NEW RULES AT MILWAUKEE.

The following amendments have been made to the Rules of the Milwaukee Chamber of Commerce, both adopted on November 5:

"Add to Rule 11 a new section to be known as Section 14, as follows:

"Section 14. Samples of grain and seeds furnished by the Inspection Department shall be known as 'official samples' and so designated when offered for sale; and also notation so stating, if car is loaded too full for thorough examination; and shall be binding as between buyer and seller, subject to buyer's privilege of having same resampled before 12 o'clock, noon, of the following business day, unless it shall have been impossible for an official Chamber of Commerce sampler to resample such grain or seeds by that time, when, if re-sample does not correspond with original sample, settlement shall be made at once or transaction canceled; and subject further to buyer's privilege of demanding re-inspection, if, on arrival at point of unloading, grain or seeds be found to be 'plugged,' or to be out of condition, or loaded in such a manner as to make it impossible to sample same thoroughly, when, if such re-inspection shows grain or seeds to be not up to original sample sold by, and buyer rejects car, in case settlement cannot be reached,

or privileges in this association by reason of the acquisition or holding of such additional memberships, except only the right to dispose of same as hereinafter provided, and his widow or heirs shall have no further or greater right to participate in the Gratuity Fund upon the death of such member by reason of his holding such additional memberships or certificates of membership. And provided, further, that at the time such additional membership is transferred to the name of such member, the certificate or other evidence of said membership shall be endorsed by the Secretary with the following words across the face thereof: 'Additional certificate held for disposition only,' and after disposal or forfeiture, as aforesaid, by the person holding same as his primary membership, all rights, privileges and obligations of membership represented by such certificate shall be suspended and shall so continue until such time as the same shall be acquired by a new member duly elected conformably to the rules of this association, and the same shall then be effective to confer the rights, privileges and obligations of a member in this association upon such new member when the same is transferred to the name of such new member on the books of this association, upon payment of the customary transfer fee, conformably to the first paragraph of Section 7 of this rule.

"Any such additional membership, endorsed as aforesaid, may be sold and offered for sale and transferred upon the books of this association without restriction and without payment of transfer fee by and between members of this association only, but the acquirement thereof by such member or members shall, in no event, confer any greater



change; said certificates to be issued in the name of the Exchange on behalf of the elevator weighing the grain or hay; said certificate to be final, and must be accepted by all members of the Exchange.

"Sec. 5. He shall investigate any reports received from members of the Exchange relative to shortage in weight on cars of grain, hay, or feed not weighed in regular elevators; and shall report his findings to party making the complaint. He shall make tests of private scales from time to time; and should any irregularities discovered by him not be corrected at once, he shall report the same to President of Board for his immediate action.

"Sec. 6. He shall be forbidden to make settlement with parties unloading cars, or resell the same; but if permission is granted him from the Board to reinspect cars at the time he is investigating weights he shall do so; and a certificate of inspection shall be issued on his findings, subject to the rules and regulations governing the inspection department.

"Weighing of grain, hay, or feed which cannot be weighed under the supervision of the weighmaster in elevator shall be done under the following rules by the party unloading same. If hay, he shall keep an account of the number of bales in the car, and should the tab weight not correspond to what his scales make the same, he shall report to the seller at once for investigation of same. If grain, he shall keep an account of the number of empty sacks taken to the car, and tally the same when unloading; and shall report the outturn weight of car within five days after the car has been placed for unloading.

"If any violation of the above rules, the shippers' weight shall be final, after same has been affirmed to by the loader at point of shipment."

#### NEW WEIGHING RULES AT CINCINNATI.

The Cincinnati Chamber of Commerce has adopted the following rules to govern and control the weighing of grain in that market, effective on November 15, 1909; and accompanying is a fac simile of the Chamber of Commerce Weighing Bureau's certificate of weight, which will be printed on pink paper:

##### RULES GOVERNING PUBLIC WEIGHING.

"Rule 1.—The Cincinnati Chamber of Commerce shall maintain a Weighing Bureau.

"Rule 2.—The Weighing Bureau shall be provided with a Chief Weigher, Supervisors and Deputy Weighers. The Chief Weigher shall be appointed by the Board of Directors on the first Tuesday of February of each year, or at any subsequent meeting. The Supervisors and Deputy Weighers shall be appointed by the Chief Weigher at any time, subject to approval of the Standing Committee on Public

found out of condition or giving incorrect results, to be suspended pending repairs or adjustment. He shall make such reports to the Board of Directors as may be required. He shall have authority to suspend or remove any Supervisor or Deputy Weigher whose service proves unsatisfactory, or when directed to do so by the Standing Committee on Public Weighing. All such actions to be reported to and subject to approval of the Board of Directors. The Chief Weigher shall collect all fees for weighing due the Weighing Bureau under these rules, and pay the same into the Treasury of the Chamber of Commerce.

"Rule 5.—The Supervisors shall inspect the operations, methods and records of all Deputy Weighers. They shall have authority to weigh at any point within the jurisdiction of the Weighing Bureau and re-weigh at any point where a Deputy Weigher is stationed, and shall make such reports to the Chief Weigher as required.

"Rule 6.—Deputy Weighers may be appointed upon the request of the proprietors of elevators, mills and warehouses, under these rules, provided weighers are in no way interested in the ownership of the property they shall weigh. The Chief Weigher may dispense with the services of any such weighers upon the request or complaint of the proprietors of elevators, mills or warehouses.

"Rule 7.—Owners of public wagon scales, who are members of the Chamber of Commerce, and employees designated by them, may be appointed Deputy Weighers.

"Rule 8.—Each weigher shall keep a correct original record of all his weighing operations, and make such reports to the Chief Weigher as shall be required; he shall personally see that all of the contents of each and every car are correctly weighed, and shall issue weight certificates showing such weight.

"Rule 9.—Weighers shall seal the cars with weigher's seals after the property has been weighed and loaded into the cars, such seals to be furnished by the Weighing Bureau. It shall be misconduct for any person not a weigher to break a weigher's seal affixed to any car of grain or other produce. Cards shall be furnished by the Weighing Bureau, designating the initials and car numbers of cars officially weighed for shipment, indicating that such cars to which these cards are attached have been weighed by the Cincinnati Chamber of Commerce Weighing Bureau. Such cards shall be attached by the weigher to all officially weighed outgoing cars.

"Rule 10.—If a car is found to be in bad order in such a way as might contribute to loss or damage, the Weigher must immediately notify the Local Freight Agent of the Railroad on whose track the

conditions of and operating under these rules, shall be furnished promptly with Weighing Bureau weight certificates on all cars transported by it, and shall at all times have full access to the records and files of the Weighing Bureau.

"Rule 13.—Official certificates of weight shall be signed by weighers acting under the Weighing Bureau, such certificates to be of such form as authorized by the Board of Directors. Official certificates must show the entire contents of each car unloaded, designating the number of bales or sacks if so loaded, and must show the initials and car number from which the property was unloaded. For grain, hay or feed, certificates shall report also the condition of the car, with such other details as the nature of the case calls for. Original and duplicate certificates shall be furnished to the party ordering the weighing, and if the weighing is not by order of the seller, he shall be entitled to receive a copy of the certificate. Certificates of weight shall be consecutively numbered, and shall only be issued by the Chief Weigher, who shall affix the seal of the Weighing Bureau of the Cincinnati Chamber of Commerce to all certificates issued. In weighing sacked grain, certificates of weights shall specify 'sacks gross.'

"Rule 14.—The fees for weighing at warehouses, mills and elevators having regular Deputy Weighers, shall be 50c per car on grain and grain products, and \$1.00 per car on hay and straw. The fees at public scales shall be \$1.00 per car on grain, grain products, hay and straw. The fees at warehouses, mills and elevators having no regular Deputy Weighers shall be \$1.00 per car on grain, grain products, hay and straw, plus the actual cost to the Weighing Bureau for services of the Supervisor or Deputy Weigher. For weighing commodities other than grain, hay, feed and seeds, weighers may charge not exceeding \$1.50 per car for potatoes and onions, \$1.00 per car for cabbage, \$1.00 per car for pig iron, and other products; single wagon lots, one horse wagon, 10 cents; two horse wagon, 15 cents; four horse wagon, 25 cents.

"Rule 15.—All warehouses, mills and elevators operating under these rules shall pay to the Weighing Bureau 15 cents per car on all grain and grain products, and 25 cents per car on all hay and straw weighed, inbound. The railroad companies operating under these rules shall pay to the Weighing Bureau 15 cents per car on all inbound and outbound weights, for which certificates must be furnished, except on business between industries within the switching limits of Cincinnati.

"Rule 16.—Weighers under appointment of the Weighing Bureau who are owners of wagon scales may issue official certificates for weights of commodities, of which they shall keep a record for the Weighing Bureau, and for compensation for such commodity weighing they may receive the fees charged for the weighing, making payment to the Bureau such amount as may be charged for certificates furnished for such purpose. Owners of public wagon scales shall not be required to pay any fee to the Weighing Bureau on property weighed over such scales.

"Rule 17.—All wagons to be used in the removal of contents of a car to be weighed must be weighed empty prior to loading from the car, and such wagons must be stripped of all movable covers, tarpaulins or other articles. All boxes attached to such wagons must be opened and inspected by the weighers before such wagons are weighed. Empty wagons must be weighed as often as the weigher requires. No wagon shall be allowed to go to cars after 6 o'clock p. m., or before 6 o'clock a. m., without the weigher having been notified of such intention and giving consent thereto. No sacks shall be allowed to be weighed in empty wagons.

"Rule 18.—When weighing in carload lots on track scales, weighers shall weigh gross and tare on the same day, and if any weather changes between time of weighing gross and tare during same day, then cars must be re-weighed. If a car cannot be transferred on day of weighing gross, it must be re-weighed on the day of transfer.

"Rule 19.—When contents of a car are to be weighed on wagon scales, or at places where a weigher is not continuously located, the unloading must be completed by the buyer by or before the close of the day following the starting of the unloading, unless longer time be authorized by the Chief Weigher. Under any delay beyond the time so specified or authorized the car shall be closed and sealed by the weigher, and there shall be a charge of two dollars per car per day for the period of such delay, to be paid by the buyer to the Weighing Bureau.

"Rule 20.—At all places where a Weighing Bureau weigher is located, all grain, hay or feed shall be weighed when loaded out in carload lots but there shall be no fee charged for this weighing out except as provided for in Rule 15.

"Rule 21.—Weighing of grain, hay and feed shall be at the place of delivery, unless otherwise agreed between seller and buyer; the place of delivery to include any point where the Weighing Bureau maintains a weigher.

"Rule 22.—All controversies arising between

CINCINNATI CHAMBER OF COMMERCE WEIGHING BUREAU.		CERTIFICATE No. P 3000	
Initial	Car No.	Cincinnati, Ohio	190
Contents of car	Weight: Gross _____ lbs.		
	Tare _____ lbs.		
	Net _____ lbs.		
	Net _____ lbs.		
	Net _____ lbs.		
	Net _____ lbs.		
Condition of car	Examined by	From line received	
WHERE LEAKING	KIND OF DOOR.	SEALS:	
Over Grain Door.	At End Window.	Side	
Through Grain Door.	At End of Car.	Side	
At Bottom of Grain Door.	At King Bolt.	End	
At End of Grain Door.	At Draw Bar.	(SEE OPPOSITE SIDE)	
At Side Car.	By Bulge in Door.		
W. McALLISTER, Chief Weigher.		Weighed by	Weigher.

#### FAC SIMILE OF THE CINCINNATI WEIGHT CERTIFICATE.

Certificates are printed on pink paper, and none are genuine unless Cincinnati Chamber of Commerce Official Weighing Bureau seal is stamped on face of same.

Weighing and the Board of Directors. All such appointments shall be revocable at any time by the Board of Directors. In all weighing operations the Chief Weigher, Supervisors and Deputy Weighers shall be governed by regulations adopted by the Board of Directors under recommendations of the Standing Committee on Public Weighing. The Chief Weigher, Supervisors and Deputy Weighers shall be under bond, the amount and kind to be fixed by the Board of Directors.

"Rule 3.—The Chief Weigher and Supervisors shall be paid a salary by the Chamber of Commerce, said salaries to be fixed by the Board of Directors. They shall not be permitted to receive for their official services any salary, wages, fees, or other perquisites, emoluments or rewards from any other source than the salaries herein provided.

"Rule 4.—The Chief Weigher shall have control and direction of all Supervisors and Deputy Weighers. He shall see that all scales are kept in proper working order, and have the same periodically inspected and tested by approved methods. A record of all such inspections must be kept, showing date, test used, variations noted, etc. Use of scales

car is then located, of such defect, and the Local Freight Agent of the Railroad shall, as soon thereafter as possible, send an Inspector to examine the car jointly with the Weigher. If they agree upon the fact, notations as to the specific defects shall be made upon the weight certificates, and signed jointly by the Weigher and Inspector. If they are unable to agree, each will make written report of his findings and conclusions in duplicate, each furnishing the other with a copy, these reports to be filed with the Chief Weigher, who shall determine as to the notations to be made on the certificate.

"Rule 11.—All sales, purchases and consignments of carlots of grain, hay, feed, etc., for delivery within the switching limits of Cincinnati where a Weigher is located, shall be on basis of the Weighing Bureau weights. Any deviation to be with the consent of the Chief Weigher or any three members of the Standing Committee on Public Weighing.

"Rule 12.—All elevators, mills and warehouses, operating under these rules, shall sign an agreement binding themselves to abide by the regulations thereof. Any railroad company, accepting the



members of the trade on matters relating to weighing, shall be submitted to the Standing Committee on Public Weighing for decision.

"Rule 23.—The provisions and operations of these rules are subject to terminal regulations of the railroads as to car service, switching, etc., and the tariff regulations and provisions governing the service. The settlement of all claims for loss or damage in which the railroads may be interested, are to be made according to merit and as developed by the investigation of the railroad or railroads handling the traffic, and subject to the provisions of Rule 10."

#### SCALE TESTING DEVICE.

The illustration shows a method of testing scales at St. Louis, put in force by John Dower, chief of the Merchants' Exchange Weighing Department, and which has given excellent satisfaction. It is shown in comparison with the test weights which it has superseded.

Grain is first weighed in the elevator scale and then spouted to the test scale. Any discrepancy is shown at once and the defect in the elevator scale is remedied. Its superiority over the test weights has been found to be such that Mr. Dower has

## COMMISSION

Finley Barrell & Co. of Chicago have opened a branch office in Louisville, Ky., in charge of T. J. Cannon.

Logan & Bryan of Chicago have established themselves on the ground floor of the Hanson Cafe Building at Omaha, Neb.

L. J. Ennis, who has been representing E. W. Wagner in the oat pit at Chicago, Ill., has gone into business on his own account.

R. G. Chandler, former president of the Chicago Board of Trade, and member of the firm of Hulburt, Warren & Chandler, recently returned from a business trip in the East.

Harris Winthrop & Co. of Chicago and New York will open a grain and stock house in London and Paris under the supervision of Ivy L. Lee. Mr. Lee sailed for London October 3 to complete arrangements.

Edward Hymers of the firm of Pope & Eckhardt Company of Chicago, and a popular member of the oat crowd on 'change, was presented by his friends

expected back in Chicago after the middle of November.

A handsome picture of the Chicago Board of Trade Building on a post card has been sent to the trade by J. H. Dole & Co., cash grain merchants of Chicago. The following lines are inscribed on the space reserved for messages:

"Praise God for wheat so white and sweet,

Of which to make our bread.

Praise God for yellow corn with which

His waiting world is fed."

A change of importance was made at Peoria, Ill., on November 1 when Rumsey, Moore & Co. succeeded to the business of the Mossiman Grain Co., which formerly succeeded Roberts, Moschell & Mossiman. The Peoria office of Rumsey & Company of Chicago has also been merged with this company. The company is formed of the members of Rumsey & Company of Chicago and W. H. Perrine & Company, both well known in Chicago and the West, and W. R. Moore of Peoria, who will have the management of the business. The officers are W. H. Perrine, president; Henry A. Rumsey, vice-president; Frank M. Bunch, treasurer; W. R. Moore, secretary and manager.

#### TESTIMONIAL TO AN OLD MEMBER.

Col. McElroy, one of the older members of the Chicago Board of Trade, was recently given a handsome bouquet of flowers on the occasion of his eighty-fourth birthday. Col. McElroy served in the Civil War and is quite remarkable for a man of his age, as he retains the full vigor of his faculties and is actively engaged in business. The presentation was made "on change" by Geo. F. Stone, secretary of the Board of Trade. Mr. Stone spoke as follows:

"Colonel James McElroy: I take great pleasure on behalf of your fellow members of the Chicago Board of Trade in presenting you with this beautiful bouquet, and extending to you warmest congratulations upon the occasion of this, your eighty-fourth birthday.

"Comparatively few persons of those I have known in a somewhat extensive acquaintance have attained the age of eighty-four years, and very few of these can turn to such a record of splendid and honorable service as you have rendered in various walks of life—in war and in peace.

"When the union of these states was threatened with dissolution, you heroically sprang to the defense of your country, and gallantly fought for the perpetuity of the Union, whose incomparable blessings we now enjoy.

"We congratulate you, sir, upon the possession of those remarkable qualities of mind and heart, even now in full vigor, which endear you to a host of admiring friends.

"When your journey on earth shall have been completed, which God grant may be many, many years hence, you will assuredly experience that happiness which is derived from the recollection of past good actions. You will in that hour be sustained, comforted and inspired by that record which is without 'spot or blemish or any such thing,' and which you will bequeath to your children and your children's children unto the last generation, as a priceless, glorious and imperishable heritage."

#### THE SOYA BEAN OF MANCHURIA.

The exportation of soya beans from Manchuria to Europe through Vladivostok is estimated for 1908 at 200,000 tons, and the crop of this year may exceed that of 1908 by 20 to 50 per cent, giving a total yield of 1,000,000 to 1,400,000 tons.

"There is every prospect of the bean trade in North Manchuria developing into a complicated and highly speculative business," says the British Board of Trade Journal. "The industry has created interest in many quarters, with the result that the number of buyers is increasing. American firms have recently entered the market. German firms, in view of the repeal of the duty on beans in Germany, will undoubtedly buy largely; while a well known Japanese firm, by far the largest operators till now, are believed to be preparing for export on an even greater scale than hitherto. The tendency promises to be for Chinese merchants to get the business into their own hands, buying from the local producers and selling again to the European firms. At present the practice is for the agents of these last to go into the country and buy with Chinese measurements and money. The business is a very difficult one, and several firms engaging in the business for the first time have bought their experience dearly."

The soya bean has entered into competition in Europe with American cotton-seed products. A series of consular reports containing details of the production of the bean in Asia and the manner in which it is being received in Europe has been grouped and published by the Bureau of Manufactures, to whom applications for copies may be sent.

The profit on corn from U. S. to Mexico is figured now Kansas City basis at about 4c per bushel, and a strong current of grain is going into the Republic. The duty is now suspended and will remain suspended until March 31 next.



SCALE TESTING DEVICE USED BY THE ST. LOUIS MERCHANTS' EXCHANGE.

ordered its use in all elevators under the jurisdiction of the Merchants' Exchange.

The device explains itself, being simply an even-balance steelyard, weighing 3,000 lbs.

The grain elevator operators and their employees at Buffalo on November 3 signed a two years' agreement, and the strike which threatened to tie up grain traffic at this port was averted. The men get an increase of 10 per cent in wages.

The grain trade is now getting the report on the grain inspected at Chicago for the previous day in the morning papers, which will have the same figures as are posted on the inspection sheet each day on the Board of Trade just before the opening. This is another step by Chief Grain Inspector W. Scott Cowan to improve the service of the department. The inspection is made up every afternoon and given at once to the reporters. The out inspection also is posted twenty-four hours earlier than heretofore.

Montana's wheat and oat crops this year are at least 25 per cent greater than for 1908. Some idea of the changing conditions in Montana is shown by the fact that within three years the McCaull-Dinsmore Company has built fourteen elevators, with a combined capacity of approximately 1,000,000 bushels. The building of these elevators has accelerated the growing of grain, as it opened the grain markets of the world to the Montana producer. The acreage in grain this year was much greater than it was a year ago, and indications are that a big increase will be shown next year. No finer grain is produced anywhere than in Montana. Not only is the grain an excellent quality, but the yield is large, oats averaging from seventy-five and eighty-five bushels an acre and wheat about thirty-five bushels.

with a bunch of American Beauty roses recently on the occasion of his forty-third birthday. The roses were artificial, as the boys wanted something that would outlast their friendship.

Lawrence A. Young has left Chapin & Co. of Chicago to become associated with Harris, Winthrop & Co. at his office in the Rookery Building, Chicago. His place with Chapin & Co. is filled by Perry M. Konley.

F. R. Morris, member of the Milwaukee Chamber of Commerce and for many years identified with the grain trade of that city, has made arrangements to move to Colorado, where he will engage in the lumber business.

The Norfolk Brokerage Company, Inc., has been incorporated at Norfolk, Va., to carry on a general stock, grain and brokerage business. The incorporators are T. A. J. McNeal, W. H. McNeal and James Lipscomb.

The firm of Stephens & Fallis has been organized at St. Louis, Mo., to carry on a general grain and commission business. The members are Philip A. Stephens and J. C. Fallis, both well known on the Merchants Exchange. The offices are located at 205 Chamber of Commerce Building.

In their pictorial calendar this month, the poet of Gale Bros & Co. of Cincinnati, Ohio, says:

"Let's give for a motto—'To Have and to Hold,' which rule we apply to our friends, new and old, we solicit your business in hay and in grain. Just give us a chance and we'll prove what we claim."

E. W. Bailey, head of the firm of E. W. Bailey & Co. of Chicago, was married recently to Miss Cora Hazeltine and is spending the honeymoon with his bride at his country place near Montpelier, Vt. Mr. Bailey was formerly vice-president of the Chicago Board of Trade and has served the organization as director and in other important capacities. He is



## FIELD SEEDS

The A. McKenzie Seed Co.'s seed warehouse at Brandon, Man., was burned on October 11; loss, \$17,000; insurance, \$12,000.

Texhoma, Okl., shipped to Dallas on October 5 a one lot of 16,799 lbs. of alfalfa seed all grown by one farmer in Hansford County, Okl.

An Oberlin, Kan., farmer this fall thrashed out 127 bu. of alfalfa seed, which represents the profit on 22 acres after the hay had been made.

December 16 will be grain dealers' day at the National Corn Exposition at Omaha; and many Western grain exchanges will send large delegations of members.

Toledo reports lower prices on clover seed owing to large receipts, which for the week of November 6 were larger than for same date a year ago, apparently to avoid the carrying charges until the demand comes.

About 4,000 acres were under beans in Latah County, Idaho, this year, the yield being about 4,000,000 pounds. As the price is 3 to 3½c. per pound, buyers expect the acreage to be double next season. The crop is now about ready for market.

An association known as the Texas Small Grain Growers' Association was organized at the Dallas Fair to improve the quality of seed grain. The following officers were elected: President, A. J. Van Cleave of Burckett; vice president, John Gorham of Waco; secretary-treasurer, Charles W. Holman of Dallas. These officers will select the executive committee. A meeting will be held at College Station in July next.

Picard & Co., London, under date October 18, say: "With the seemingly continuous broken weather the demand for spring-sowing seeds is increasing. Prospects for the new English reds are very bad; Continental and American moderate, prices open high; alsikes show fine samples at reasonable prices; white, qualities various, prices high; trefoil scarce and very high in price. Grasses show fine samples with reasonable prices."

The officers of Stevens County, Minn., have repudiated a debt of \$4,414.76 due the state for moneys advanced to buy seed for indigent farmers whose crops had been ruined by hail or otherwise. When John S. Pillsbury was governor he advanced \$100,000 out of his own pocket for this purpose and was afterward reimbursed by action of the legislature. Of the money advanced by the state at various times all but about \$7,000 has been paid back by county levies. The auditor of Stevens County refuses to levy a tax to pay that county's debt, being advised by the county attorney that the legislature appropriation was unconstitutional.

A seed testing laboratory has been installed at the Experiment Station, Columbia, Mo. All samples will be tested free of charge, and the reports returned immediately, giving the number and kind of weed seeds present and amount of impurities of other sorts as well as germinating quality where requested. Where simply a purity test is desired a report can be returned within two or three days, but where a germination test is necessary a somewhat longer time will be required. In sending seeds for test the samples should be representative of the bulk as nearly as possible. For small seeds such as grasses and alfalfa a tablespoonful is sufficient but two will be better; in the case of larger seeds a half pint should be submitted. The name and address of the sender should always be written on the package of seeds and a letter should accompany it stating whether simply a purity test is desired or both a purity and germination test. Samples should be addressed to the Seed Laboratory, Columbia, Mo., or to M. F. Miller, Agricultural Experiment Station, Columbia, Mo.

R. Liefmann Söhne Nachf., Hamburg, under date September 30 says: "Red clover seed prospects in Europe have deteriorated. The bulk of old stocks was carried in France; of this the larger part has been sold to England and Germany. The English crop seems to be a complete failure; requirements there will be extremely large. In Germany only a few scattered sections have harvested some seed, and this year the country will have to import especially large requirements. Bohemia and Moravia will be able to ship only very little seed at the beginning of season; later on, however, may be compelled to import. Poland has a poor crop; will need to import. Hungaria has a weak average crop; can export only small quantities, having every year a large home consumption. Galicia has perhaps an average crop, but not quite certain as yet. South Russia seemingly has a very good crop; samples received so far are remarkably fine in color and bold grained; seed of this origin always commands a high price, being considered the best throughout Europe. North Russia has a poor crop. Chili has a small crop. France has a small average crop; qualities very nice in color, though rather small grained. Italy has a light crop, but some old stocks still on hand. Our White Clover market is rapidly

advancing; fine and fancy seed is already very short; we expect to see still higher prices for better grades. The alfalfa crop in Europe very bad; Russian smaller than last year; market strong, expect further rises. Alsike is unchanged; some has been bought in America and Canada at ruling values; expect a decline later on, when the European crop comes on the market, even if same is smaller than last year. The European crop of timothy is better than was anticipated. The Meadow Fescue market is firm."

### BEAN CROP IN ASIA MINOR.

This year's bean crop in the Smyrna district of Asia Minor is stated by Consul-General Ernest L. Harris to be very satisfactory in both quantity and quality. It is estimated at 1,136,960 bushels against 456,000 the previous year. About 64,000 bushels are consumed locally and the rest is exported, one fifth going to England and the balance to European ports. Producers are demanding high prices, but it is believed eventually they will be obliged to yield, as buyers abroad will resort to Southern Russia and China for their supply, where the article can be obtained at lower rates. Nevertheless, some large purchases were made during July at \$2.88 per 220 pounds.

### AGRICULTURAL SEED INSPECTION.

During the year 1908, the chief work in connection with seed inspection at the Maine Agricultural Experiment Station was to make it possible for wholesale dealers in Maine to place proper guarantees on their seeds. Seed houses outside of the state will not sell guaranteed seeds. It is therefore necessary, in order that the wholesale trade in Maine shall know the quality of the seeds which they are handling, to have them examined. It was believed that by making these examinations free for dealers greater advances would be made in the quality of the seeds handled in Maine than in any other way; consequently during the spring months a large number of samples (291) were examined for dealers in Maine. About 432 official samples were collected and quite a large percentage of these have been examined. The official samples, for the most part, corresponded fairly closely with the guarantees which the dealers had placed upon the goods. Because of a defect in the law the opinion was held that prosecutions could not be maintained and therefore no attempt was made during the season of 1908 to follow up the violations of the seed law; this matter has been amended by the recent legislature, so that it is believed that the requirements of the seed law can be enforced.

Dealers will take notice that many excuses that have been accepted in the past will no longer be accepted as valid reasons for not bringing a case to trial. Neglect to conform to the requirements of the law will be considered as though they are wilful violations. It is now twelve years that the seed law has been upon the statute books. While dealers cannot buy guaranteed seeds outside of the state, they have no excuse for not knowing the purity of the seeds which they handle, as the Station has offered to make free examination of all samples taken and submitted in accordance with its directions. Maine wholesale dealers are prepared to supply retailers with guaranteed seeds.

### IMPROVEMENT OF SEED GRAIN.

A. E. Chamberlain, Superintendent of Farmers' Institutes of South Dakota, after consultation with about 20 to 25 representatives of grain houses at Minneapolis has developed a plan for the improvement of seed grain in that state. He will be assisted by a committee appointed from the Minneapolis dealers, consisting of Mr. Yates of the Van Dusen Co., Mr. Mortz of the Atlas Co., Mr. McMillan of, I think, the McMillan Co., Mr. McCaull of McCaull-Webster, and Mr. Durant of the Grain Bulletin, to work out a few of the smaller details, and take it up with all of the line elevators operating in this state and ascertain who would co-operate with them in the work.

Roughly outlined the plan is this: Each elevator at a station would devote one bin to one variety of seed grain. The managers of the houses at this station would get together and after consultation determine what variety of each kind of grain was the most profitable to grow in that vicinity. Having done this they would unite to induce farmers to grow this particular variety. After having determined what kind of grain each house was to handle they would then ascertain what farmers in that locality had the very best quality of these respective grains, and when the grain came to the market that was to be used for seed purposes, it would be bought by the house handling that variety of seed grain, and put in the seed bin for sale again to the farmers. Then, whenever a farmer came to market with an inferior variety of grain, owing to the sowing of inferior seed, or seed of a variety that was not best adapted to that locality, each buyer who looked at the load would call his attention to the inferiority of the grain he was offering and to the fact that he could get a much better quality of seed at the house handling that kind of grain for seed. "By united

effort of the buyers on the markets in this way," said Mr. Chamberlain, "I think a great many farmers can be prevailed upon to get better seed grain."

### CLOVER SEED.

There is no change in the inspection rules for clover seed at Toledo, the big American market, for this year.

It is reported by F. E. Winans & Co., general seed commission merchants, Chicago, that the demand for timothy seed since November 1 has been less urgent owing to the fall trade being about finished. Prices for really bright seed have been well maintained, while the poorer grades have shown a decline of from 10 to 15 cts. per cental. Clover seed, on the other hand, has ruled very firm and there is undoubted scarcity, indicating firm markets for the future, as stocks are light everywhere.

Crabbs Reynolds Taylor Co., Crawfordsville, Ind., under date November 1 say: "There is nothing particular new to report in clover seed. The crop is proving to be very light indeed. We have handled less new clover than on any crop in the past twenty-five years. There is quite a little old seed in the country, but we doubt if there is enough to supply the demand. It will not be surprising to us if we are obliged to import a large amount of clover seed this year. Prices may look high, but we shall not be surprised to see them much higher."

### THE CORN SHOWS.

North Dakota will have a corn show at Fargo in January.

A corn show will be held at Albany, Ga., on November 16.

The New England Corn Exposition will be held in 1910 after the harvest of that year.

The third annual Maryland State Wheat and Corn Show will be held at the Fifth Regt. Armory, Baltimore, on December 1-3. The meeting will open with an address by the president, W. Oscar Collier of Easton, Md., followed by Nicholas Schmitz of the Maryland Experiment Station on "Alfalfa Growing in Maryland." "Winter and Spring Oats for Maryland" will be discussed by a crop specialist of the United States Department of Agriculture. Prof. W. T. L. Taliaferro of the Maryland Agricultural College will give a review of the corn exhibits of three years.

### THE IOWA SHOW AT DES MOINES.

Four new prizes are to be given at the Des Moines show of the Iowa Corn Growers' Association on November 29-December 11 by as many different manufacturers, to-wit: a \$225 Saginaw Silo, a \$175 Whirlwind Ensilage Cutter, \$125 Milwaukee Corn Harvester, and \$20 Hawkeye Grain Grader and Cleaner. Miller S. Nelson of Goldfield offers a \$125 silver cup to the winner in the breeders' class for "best one parent ear and for offspring exhibited together, said corn to be grown by the ear to the row method." Additional prizes are offered in the Domestic Science Department.

### THE OMAHA CORN SHOW.

The National Corn Exposition (December 6-18) is rapidly expanding into a great mid-winter agricultural congress on corn breeding and its exploitation, its technics, etc., yielding a large part of the time to the discussion of other topics such as animal husbandry, etc., and the breeding of seed for other crops. The lecture, or discussion, program, as now roughly outlined is as follows: "Plant and Animal Breeding," David G. Fairchild; "Eugenics," Dr. David Starr Jordan; "Animal Hybrids," Prof. W. J. Stillman; "Breeding Horse Hybrids," Prof. F. B. Mumford; "Co-operative Work in Animal Breeding," W. M. Hayes; "Breeding Poultry," Prof. James B. Rice; "Breeding Wild Animals," D. E. Lantz; "Breeding Cereals," Prof. C. A. Zavitz; "Breeding Corn," J. Dwight Funk; "Breeding Sugar Crops," Dr. C. C. Townsend; "Breeding Wild Birds," Dr. T. S. Palmer; "Breeding Sheep and Goats," Prof. W. C. Coffey; "Breeding Forage Crops," Dean Thomas F. Hunt; "Breeding Swine," Prof. D. A. Gaumitz; "Pedagogics of Breeding," Dean Eugene Davenport; "Establishing Types and Standardizing Judging at Live Stock Shows," Colonel R. B. Ogilvie; "Committee on Breeding Fish," J. W. Titcomb; "Breeding Draft Horses," Prof. W. B. Richards; "Theoretical Research in Heredity," Dr. H. J. Weber; "Committee on Pedigreed Seed and Plant Business," Eugene Funk; "Committee on Prize Competitions," Prof. H. W. Mumford; "Nomenclature and Registration," H. H. Mawry; "Breeding for Dairy Production," Prof. T. L. Haecker; "Breeding for Meat Production," Prof. Andrew Boss; "Breeding Vegetables," W. W. Tracy; "Breeding Tree and Vine Fruits," Prof. S. A. Beach; "Breeding Tobacco," A. D. Shamel; "Breeding Roses," Dr. W. VanFleet; "Breeding Nut and Forest Trees," Prof. G. B. Sudworth; "Breeding Fiber Crops," Dean J. H. Shepperd; "Breeding Cotton," Dr. D. N. Shoemaker; "Breeding Tea, Coffee and Tropical Fruits," Dr. O. F. Cook; "Breeding Citrus Fruits," W. T. Swingle; "Breeding Bees and Other Insects," Dr. L. O. Howard; "Breeding Car-



riage Horses," George M. Rommel; "Breeding Saddle Horses," Prof. Luther Foster.

Each day will be devoted to some especial idea or interest, and on the program there will appear on the lecture platform Gifford Pinchot, chief forester; Willet M. Hays, Assistant Secretary of Agriculture; the governors of Nebraska, Colorado, Missouri and North Dakota; James J. Hill, of the Great Northern; and presidents, deans and professors of the state universities and agricultural colleges of Nebraska, Kansas, Missouri, Iowa, the Dakota and Illinois; the state superintendents of two states, and whose lives have been given to the scientific study of agriculture.

#### CLEANING AND GRADING GRAIN.\*

A bin of grain may be compared to a herd of cattle, and superior individuals may be selected from the bin of grain as well as from the herd of cattle. Individual kernels of grain vary as much in ability to produce good or poor offspring as do individual animals. The heavy, plump seeds were produced in most cases upon the strongest and most vigorous plants, and the light, shrunken seeds from the weaker, less vigorous plants. That "like produces like" is a well-known axiom in plant breeding. The influence of heredity is as strong in plant life as in animal life. Improvements can be effected only by eliminating the poorest and breeding from the strongest individuals. Hence there is as much reason for selecting good individual seeds of grain as for selecting good individual animals.

A plump, heavy kernel of grain will produce a stronger plant and nourish it better than will a shrunken, light kernel. This fact has been demonstrated beyond doubt by testing the yield from light and heavy weight seeds. The following table shows the yield of winter wheat obtained from light and heavy weight seeds at the Nebraska Experiment Station:

Kind of Seed.	Yield per Acre in 1900.	Yield per Acre in 1901.	Average Two Years.
Heavy .....	29.5 bu.	29.3 bu.	29.4 bu.
Light .....	23.0 bu.	26.7 bu.	24.8 bu.
Gain in favor of heavy seed .....			4.6 bu.

A similar experiment at the Minnesota Experiment Station with heavy and light weight oats (Bulletin No. 31) gave an increase of  $9\frac{1}{2}$  bushels per acre in favor of heavy seed and heavy wheat gave a yield of 36 per cent greater than that of light wheat.

**Principles of Separating Grain.**—Being convinced of the value of good seed, the question now arises: How may a farmer select good seed in a practical manner? Every field or bin of grain has kernels in it which differ in producing power; some are good, some are poor. It is only the best that is wanted for seed. There are two principles by which grain can be separated in ordinary fanning mills, namely, by weight and by size of kernel. The average farm fanning mill will handle about 40 bushels per hour. At this rate in eight hours two men can clean 320 bushels. This will make the cost something less than one cent per bushel. By using a coarse sieve in "end shake" mills any amount of heavy, large seeds desired can be taken out for seed purposes and the rest left in the market grain. Suppose a mill is set to take out 10 per cent of the best seed. Ten per cent of 320 bushels is 32 bushels. These 32 bushels will be free from weed seeds and will contain the best breeding individuals in the grain. It will cost in labor from five to ten cents per bushel. One bushel per acre increase in yield will pay for this labor and leave a very handsome profit. An increased yield from two to ten bushels per acre may be expected if seed grain is properly selected. Separation based upon size of grain alone is insufficient, for size is not a reliable factor. For example, large oat kernels may be mostly "double oats." Thus the factors of *size* and *weight* of grain must determine its seed value.

**Saving Seed.**—It often happens that in a field of grain, parts of the field produce grain of a better quality than do other parts. This may be due to the condition of the soil, to rust, or to lodging. It will often pay to cut and thresh these best patches by themselves and keep this seed by itself, from which to separate grain for sowing. Some farmers prefer to grow small patches from select seed under favorable conditions. These patches can be hand-picked and kept pure and free from weeds. Unless very careful methods of selecting seed for these patches are followed, better results can not be expected than from the similar method of selection by the use of the fanning mill as described above.

Grain to be used for seed should be allowed to fully mature. If it is necessary to harvest grain a little green, it should be carefully shocked and capped to allow the seed to fill. It is preferable to let grain go through the "sweat" in the stack, instead of risking its heating in the bin. Store seed where it can be kept dry and unmixed and do not allow it to heat.

\*From Bull. 115, U. of Minn. Exp. Station, entitled "Seed Grain." Compare matter with article on p. 78, August number of the "American Elevator and Grain Trade," entitled "The Fanning Mill for Selecting Seeds."

## BARLEY and MALT

After discussion in open meeting farmers in a medium dry section of California decided that they could get profitable return of barley whenever they secure ten inches of rain favorably distributed throughout the growing season.

The preliminary figures of the state census department of South Dakota on the yield of barley for 1909 show a crop of 19,564,000 bushels, a loss of 4,850,000 bushels on a slightly increased acreage, the yield to the acre this year being but 20.7 bushels, against 26.2 last year.

For Ipswich, direct, the German ship Frieda sailed on October 11 with the first cargo of barley to be dispatched from Portland, Ore., for the season of 1909-10. The Frieda carried 18,853 bushels of wheat as stiffening and 121,891 bushels of barley. The wheat was valued at \$18,300 and the barley at \$77,500.

Figures on crop yield for Minnesota during the last ten years show that, all things considered, barley has been one of the most profitable grain crops grown in the state. The average yield of barley per acre was 1,255 pounds, with an average market value of \$10.12. From the standpoint of food value per acre it is still farther ahead of the other crops. The food value per acre is shown to be \$13.25.

The report of the American Malting Co. for the fiscal year ended August 31 last has been issued. It shows gross profits for 1909 of \$880,993, compared with \$1,319,999 for 1908; interest, taxes, betterment, etc., for 1909, \$323,610, compared with \$367,295 for 1908. This leaves net profits of \$557,383 for 1909, compared with 952,704 for 1908, or a net profit decrease of \$395,321 for 1909. The current assets of the company on August 31 amounted to \$5,566,101; current liabilities, \$57,232, which left a net working capital of \$5,498,869. The balance sheet showed a profit and loss surplus on August 31 last of \$989,207, compared with \$1,430,735 in 1908.

#### MALT TRADE OF BRAZIL.

Consul-General George E. Anderson, of Rio de Janeiro, in transmitting the following report on the imports of malt into Brazil, "sees no reason why the United States should not participate in the trade." He says:

"The imports of malt into Brazil in 1908 amounted to \$720,975, two-thirds of which came from Austria and nearly all the other third from Germany. The percentages of entries by ports were as follows: Santos, for Sao Paulo, 35; Rio de Janeiro, 33; Porto Alegre, 13; all other ports, 19.

"For most of the beers made in Brazil Austrian formulas are used, the first large breweries in the country having been organized under Austrian auspices. This accounts, to a great degree, for the decided preference for Austrian malt; besides, there is a subsidized line of Austrian steamers between Trieste, a great malt center, and Brazilian ports.

"Aside from the reasons given, there seems to be no reason why American malt should not be sold here. Malt comes to this market both in boxes and casks."

#### BARLEY DRYING.

Kiessling has shown that the effect of artificially drying barley is so much the more favorable the lower the drying temperature and the slower the drying process. Hotter considered that the improvement in the germinating power effected by storing or drying barley is due to formation of diastase, but, according to Windisch, the improvement is due to increased permeability of the membranes of the cells of the embryo, scutellum, and, perhaps, the epithelium. The author considers, however, that the fact that the drying process has a beneficial influence on the subsequent work in the brewery shows that the protein of the barley undergoes a chemical alteration during the drying process, though, since dried barley absorbs the water requisite for germination much more rapidly than does the undried grain, he agrees that the deficient permeability of the cell wall is improved by the drying process.

He has made comparative experiments with dried and undried barley, using in the former case barley that had been dried in a vacuum drum. Amongst other advantages, this method of drying removes dust which is highly infected with microorganisms. The experiments included determinations of the progress, of protein-degradation (1) at various stages of the malting process, (2) in the process of drying the barley, and in the operation of mashing the dried and undried barley.

The experiments showed that during malting, the albumose protein decreases (to 51.1 per cent in the case of undried barley and to 49.3 per cent in the case of the dried barley, calculated on the total protein in the extract), the amide protein showing a complementary increase. Thus, from the point of view of germination of the grain, the protein of the barley is favorably affected by the drying process.

In the mashing process also, the protein of the barley suffers degradation; with the undried barley, 81.6 per cent. of the total protein in the extract was present in the form of albumose protein, whilst with the dried barley, the percentage was 74.7.—O. Fuernrohr, Woch. Brau. through Journ. Inst. Brg.

#### HANDLING NEW CORN.

Fred Mayer of Toledo, who protested to the Lima district local of the Ohio Grain Dealers' Association the other day, that he never had operated a country elevator, but for "steen years" had handled country grain at a terminal market, had some wise things to say about country elevator practices on buying grain and dealing with farmers generally that ought to make the country dealers come up to the "mourners' bench" and stand converted. Among other things he said: To begin with, if I were a country elevator man I would not put so much stress upon the friendship question. What I mean is, that I would not lose money nor take the chance of losing, simply to hold the supposed friendship of the farmers who sold me grain; because I believe as a rule they are not true friends. Many of them (I don't say all) would sell their grain to a scoop-shoveler, or any irregular dealer, if they could get a quarter of a cent per bushel more than they could from you, and they do it right along even though that scoop-shoveler is only buying grain a month or so, pays no rent, no taxes or anything else. If the farmers were true friends they would bring their grain to you the year around, because you are there at all times to buy it. You pay them the full market price, you loan them money and sometimes bags. You keep them posted. You invest money in an elevator, buy a home, pay taxes on both, buy an automobile and pay taxes on that.

If I were buying wheat I would examine every bag that the farmer had on his wagon, either before I bought it or while it was being unloaded. Some farmers are so very honest and do not want you to know that you are buying rye for wheat they will put the rye in the bottom or center of the bag. I do not say all farmers do this, but I know some who have done it.

I would not pay so much attention to the tester. Because wheat tests 58 pounds that does not make it No. 2 Red. The test is only one of the qualifications. The wheat must be sound and sweet. I have seen wheat that was full of what are called "tombstones" that tested heavy but would not grade 2 red because these tombstones, or shrunken kernels, are not sound wheat. Because it tests 58 pounds some of you take it as 2 Red. You ship it to Toledo or elsewhere and it does not grade, and then you are not only sore but you lose money.

Look at the general character of the wheat. Do not buy it as 2 Red if it is musty, mixed with rye, contains heated kernels or is light weight. If the farmer says Bill Jones is taking that wheat as 2 Red do not always give in and think he is telling the truth. Probably he thinks he is, but sometimes he imagines a whole lot of things. I know of a case where a farmer had some elegant 60-pound wheat and the shipper paid him \$1.05 for it. Next came a farmer whose wheat in my opinion was only No. 4 Red, possibly No. 3, and blamed if the shipper did not pay him the same price. This was wrong and I told the shipper so after the transaction had been made. I did not want to open my mouth while the farmer was there, simply because it was none of my business.

When it comes to buying corn, is there a man here who pays the careful farmer any more money for his well grown, well preserved corn than he does the farmer who has not taken any pains at all? As a rule, you pay the same price for all corn, good, bad and indifferent, and if you put the soft, mushy, mixed ears with the good, you take a chance of spoiling the whole business and getting out at the market.

The biggest wrong in doing this is that you do not encourage the farmer who raised the good corn to go on raising good corn. He discovers that he does not get any more than the other fellow and says: "What's the use?" If you docked the man with the poor corn he would spruce up a bit and next year bring in corn of a better quality. If he did not I would dock him again.

Shippers have a very difficult job. I know how hard it is to convince the farmer he is not being robbed, but [the dealer is really robbing himself.]

Pay good prices for good grain and low prices for poor. If the farmer once understands that it does not do him any good to whine and play the baby act, he will not try it often, whereas if you always listen to his tale of woe and pay his price, he will keep it up. You or I would whine and probably even cry for two or three cents per bushel on 100 bushels of grain, but in our case even if we did that we probably would not get in.

F. W. Thompson, vice president and managing director of the Ogilvie Flour Mills, Ltd., of Montreal, Que., recently made his annual tour of inspection of the elevators and mills of the company.



## HAY AND STRAW

Work has started on the new alfalfa mill at Cadams, Nuckolls Co., Neb.

One thousand tons of baled hay is to be shipped from Fairview, Utah, to Salt Lake City, Utah.

The Filer Alfalfa Mill at Twin Falls, Idaho, will soon begin to grind. Its capacity will be about two tons an hour.

A large shed for the storage of baled hay and straw is being added to the milling plant of G. B. Farr & Son at Randolph, Vt.

The new alfalfa mill at Enterprise, Kan., has started grinding and is turning out about 1,800 pounds of alfalfa meal an hour.

Those who are in a position to know say Kansas will have between twenty and thirty new alfalfa mills before the next cutting season.

J. D. Botkin, who has been endeavoring to interest citizens of Wellington, Kan., in an alfalfa mill, feels encouraged over the outlook.

The Western Alfalfa Milling Co., of Johnstown, Weld Co., Colo., with \$30,000 capital, has been incorporated by J. M. Scheutz, R. McLeod and John Wyss.

The Pecan Alfalfa Produce Co., of Clinton, Okla., with \$30,000 capital, has been incorporated by E. G. Ballew, Garnett O. Fields and Edgar B. Marchant.

Agitation for an alfalfa meal mill at Paradise, Russell Co., Kan., has been revived. Dozens of farmers in that vicinity have more than 100 acres in alfalfa.

The machinery that was shipped to Gypsum, Kan., by the Consolidated Alfalfa Milling Co., to be installed in a mill at that place, has been forwarded to Hope, Kan., to be installed in a mill.

C. F. Blayney, of Fremont, Ind., and E. B. Hepker, formerly of Springport, Mich., have combined and are now buying and shipping hay, straw and seed under the firm name of C. F. Blayney & Co., at Fremont.

A stock company has been formed to build an alfalfa mill at Holcomb, Kan. The promoters also looked over the field at Garden City, Kan., but feel that the citizens of that town will not be prepared to talk business until next spring.

The stockholders of the Lindsborg Alfalfa Milling Co., of Lindsborg, Kan., held a meeting recently and elected the following officers: President, A. Beckstrom; vice president, C. A. Carlson; secretary, C. W. Lillian; treasurer, Frank Shields.

To encourage home production of grain and cereals and secure the best provender for the county's live stock, the commissioners of Sumter County, Ga., are authorized to purchase every bale of peavine hay produced in the county, paying \$16 a ton.

There are evidences that the alfalfa mill near Proberta, Nehama Co., Cal., which was recently destroyed by fire, will be rebuilt. Mr. Gerber, who was a heavy stockholder in the old plant, is acquiring valuable alfalfa lands in the vicinity of the mill.

H. D. Underwood has sold his interest in the Salina Alfalfa Mill, at Salina, Kan., to Howard Burke, former deputy treasurer of Saline County, Kan. Mr. Underwood withdraws in order to devote all of his time to perfecting the new process which he has for curing green alfalfa and milling it as fast as it is cut.

The board of governors of the Tampa, Fla., Board of Trade held a meeting on October 29 at the instigation of the wholesale feed and grain merchants of the city to consider the rate on hay from the West to Tampa. The hay dealers of the latter city assert that they are being discriminated against, as the railroads charge an arbitrary rate because of lack of competition.

Robert S. Rowlands, of Oklahoma City, Okla., has invented a new patent hay drying process. It consists of a steel drier, 25 feet long, by 8 feet in diameter, which makes about fifteen revolutions a minute. The drier contains nearly a half mile of 4-inch steam pipes, in which the average heat is 28 degrees. By this process it is proposed to evaporate the sap from two tons of green alfalfa an hour.

El Centro, Cal., is to have two alfalfa meal mills. Machinery has been ordered for the plant of the Imperial Valley Alfalfa Meal Milling Co. This concern will begin construction of its buildings at once. Besides regular alfalfa meal it will manufacture stock and poultry feeds. The Simons Co., which is to install a brick and tile factory, will also erect an alfalfa meal mill in connection with the plant.

The stockholders of the Artesian Valley Alfalfa Milling Co., who sustained a heavy loss from fire recently by the destruction of its plant at Salina, Kan., have definitely decided to rebuild at once. The new building will be so constructed that there can be practically no danger from fire. The hay barn will be in a building to itself and will be connected with the main building by a portable

hay carrier. The engine room will also be in a building to itself.

The directors of the York Alfalfa Milling Co., of York, Neb., recently held a meeting and decided not to operate the mill until a case pending in court is decided. They elected the following officers: President, W. G. Boyer; vice-president, C. A. Keefe; secretary, W. G. Laurenson, Kansas City, Mo.; treasurer, C. H. Kolling.

The National Hay Association grades of hay and straw have been adopted by the following exchanges: Atlanta, Brooklyn, Baltimore, Buffalo, Chicago, Cincinnati, Cleveland, Columbus, Duluth, Indianapolis, Jacksonville, Fla., Kansas City, Louisville, Minneapolis, Memphis, Nashville, Norfolk, New York, New Orleans, Philadelphia, Pittsburgh, Richmond, St. Louis, St. Paul, Saginaw, Savannah, Toledo, Washington.

### A NEW FORAGE PLANT.

The Agricultural Department is now studying the distribution and the habits of Alfilerilla, one of the West's best forage plants, with a view of determining the possibility of growing it upon overgrazed ranges, and introducing it upon National Forest ranges where hitherto it has been unknown, or has occurred only in limited quantities. Alfilerilla is a very valuable and hardy forage plant, which constitutes one of the principal spring feeds upon many of the semi-arid ranges of the Southwest. Stock fattens rapidly upon it, and the gain is good hard tallow not easily lost through shipment. Many stockmen have endeavored to introduce it upon their ranges, and in most instances their efforts have failed. The cause of this failure is now found to lie in the fact, proven by tests made by the Bureau of Plant Industry, that the seed sold by seed firms seldom has over 10 per cent germinative power, and that nine-tenths of the seed sowed is worthless.

### CANADIAN HAY TRADE.

The prospects for the coming season's hay trade were seldom better than at the present time, says the Montreal Trade Bulletin, the demand being fairly good for export, as well as for the home trade. It seems that there has been a temporary scarcity in Liverpool, as sales of Canadian hay at that port have been made in 50-ton lots at 92s. 6d. to 95s. (\$14.20 to \$22.80) per ton; but these prices, it is said, cannot hold, as there is already sufficient on the way to Liverpool to break that market 10s. to 12s. (\$2.40 to \$2.88) per ton, and advices from that port by last mail state that prices may recede to 80s. (\$19.20) and under. But, on the other hand, it should be stated that the high prices realized for Canadian hay in Liverpool has been due in a large measure to its exceedingly fine quality, as well as to temporary scarcity. Most of the hay was gathered in fine weather, before the heavy rains came, and consequently we have the finest crop we have had for years. This, of course, will increase the foreign demand for Canadian hay.

### PITTSBURG HAY MARKET.

The receipts of hay have been rather light, scarcely enough since our last issue to satisfy the demand. The billings would indicate that there should have been more hay in the yards, but the movement of cars has been slow. We expect to see considerable here on Monday, November 7, but not enough to affect the prices. We anticipate a very firm market with probably a tendency to slightly higher prices. As we said before, there is an unsatisfied demand for No. 2 and good No. 3 timothy. The receipts of clover and mixed hay are about equal to the requirements.—Pittsburg Grain and Hay Reporter.

There is a good volume of business passing between the local and export demand at firm prices, say the Montreal Trade Bulletin, and there is also a fair amount of trading going on for shipment to Ontario points, so that altogether the prospects are fairly good for the coming winter. A letter from a Liverpool firm to its correspondent in Montreal says:—"The quality of your hay this season is its best advertisement, as I find that those of my customers who have used it at once order exactly the same quality of clover mixed. Glasgow is also well pleased with our shipments of new hay."

### REFUND TO CANADIAN SHIPPERS.

Commenting on the article on the above subject found on p. 150, September number of the "American Elevator and Grain Trade," the Montreal Trade Bulletin says:

"We understand there are several shippers in this [Quebec] province who exported hay to the United States and were overcharged an import duty of 20 per cent instead of 10, who cannot produce the official records of duties paid, for reasons stated. The United States customs, however, have an account of the shippers of the hay and where it was shipped from, even though the American consignees paid the duty per contra account. The United States authorities, therefore, it is hoped, will not take advantage of this and withhold information which is in their power to give, in order to relieve them-

selves of the obligation they are under to refund the 10 per cent overcharges they illegally exacted from Canadian shippers of hay during the period from 1870 to 1882. John Bull did the right thing when he paid over \$12,000,000 for the Alabama claims, notwithstanding there is still a large amount of outstanding claims that the United States Government have been unable to find claimants for. If ever there was a debt of honor it is that which the American Government owes the exporters of Canadian hay for overcharged duties during the twelve years from 1870 to 1882."

### TEXAS HAYS.

According to the figures of the Agriculture Department, about 400,000 acres are devoted to the growing of hay in Texas, which does not include pasturage. The production is only 1.30 tons an acre on an average, but this includes the wild grass, much of which is cut only once a year. There is growing rapidly a distinct hay trade in the State. Alfalfa is extensively grown in northern Texas and commands ready sale at all times, the price ranging from \$12 to \$20 a ton. The alfalfa is also being tried with great success in the coast country, and succeeds as a rule where there is good drainage.

Bermuda is also extensively handled, and is growing fast as a staple crop. A good many of the hay growers have decided that the Bermuda is the best crop they can grow, though there are some drawbacks in the summer if there be a continued dry spell. The hay commands ready sale and at good prices, though not equal to those paid for alfalfa. The Bermuda is a perennial and can hardly be killed out, it is true, but if grown for hay, this is an advantage.

Para grass, of about the same quality as timothy, has been successfully grown in the coast country, and has been widely advertised, but for some reason its growth does not appear to be of any considerable interest to the hay growers.

Sorghum hay is also offered for sale in large quantities from certain sections, but the trouble in curing it is one of the greatest drawbacks, rain spoiling the crop.

### HIGHEST MARKET PRICES.

The following table shows the highest prices, also prices for No. 3 timothy hay in the markets the week of November 6 as reported by the Hay Trade Journal:

	Choice.	No. 3.
Boston .....	\$20.00	\$15.50
New York .....	20.00	16.50
Jersey City .....	20.00	17.00
Brooklyn .....	20.00	17.00
Philadelphia .....	18.50	15.00
Providence .....	20.00	17.00
Pittsburg .....	16.00	13.50
Pittsburg prairie .....	10.00	....
Buffalo .....	17.50	12.50
Montreal .....	13.50	....
Baltimore .....	18.00	15.50
New Orleans .....	17.00	13.00
New Orleans prairie.....	11.00	....
Richmond .....	17.50	13.50
Newport News .....	18.00	....
Norfolk .....	17.75	15.50
Kansas City .....	12.50	8.00
Kansas City prairie.....	9.75	....
Chicago .....	14.50	12.00
Chicago prairie .....	13.50	....
Cincinnati .....	15.25	11.50
St. Louis .....	16.00	11.50
St. Louis prairie .....	12.00	....
Minneapolis .....	12.50	9.50
Minneapolis prairie .....	11.50	....
Cleveland .....	16.00	....

### NATURE AND CONCLUSIVENESS OF BILLS OF LADING.

The authorities are uniform, the Court of Appeals of Georgia says (Atlantic Coast Line Railroad Co. vs. A. Cohn & Co.), that a bill of lading par-takes of the nature both of a receipt and of a contract. Usually, in so far as it is a written contract, it is not subject to contradiction by oral testimony; and usually, in so far as it is a receipt, it is subject to explanation and contradiction. Ordinarily, in so far as it acknowledges receipt of the goods, it is considered merely as a receipt; and evidence may be introduced to show that the carrier did not in fact receive the goods, or that it received them in less amount or in different condition from that stated in the bill of lading. The burden, however, is upon the carrier to show that the amount or condition stated is correct. In other words, the carrier may issue a bill of lading on the shipper's load and count, and may afterwards protect itself against any discrepancy by showing that a recount has been made by its agents, or by any one else, disclosing the discrepancy; provided that the recount be made under such circumstances as to make it reasonably certain that none of the goods had been abstracted in the meantime.



## TRANSPORTATION

A reduction of 2c. a bushel is announced from Carroll, Ill., points in Texas and Mexico.

Montreal on October 29 announced that there was not much ocean space left for sailings before close of navigation.

The elevator at Halifax, N. S., expects to handle some grain this season, engagements for space having already been made.

One of the largest grain cargoes shipped by Montreal this season left on the steamer Nordvahlen—176,000 bushels of Canadian wheat.

The Weather Bureau will supply all boats on Lake Michigan equipped with the wireless telegraph service with the special storm warnings forecast free of charge.

The Santa Fe railroad was on October 12 fined by the Corporation Commission of Oklahoma \$100 for charging the Capital City Grain Company of Oklahoma City more than a dollar for switching a car of wheat.

The rate reductions on grain ordered by the Oregon Railroad Commission were put into effect by all state east and west roads on November 1. The reductions are equivalent to 1c. a bushel on all grain and all unmarketed on November 1.

Shipment of grain from the warehouses in the Palouse country, south of Spokane, Wash., is retarded by the scarcity of cars. Warehousemen are unable to get any assurance that there will be much relief of the car situation until after the first of the year.

The Fabre line's steamship *Provincia* from Marseilles and Denia to Brooklyn on October 21 loaded an entire cargo of macaroni wheat, 140,000 bushels, being the first steamship to load a full cargo of grain on the Brooklyn waterfront for five or six years past.

A number of rate reductions on grain from stations in northern Illinois and southern Wisconsin to Milwaukee have been made by the Milwaukee and North-Western roads, placing Milwaukee on an equality with Chicago from the Illinois stations, and on a somewhat better basis from the Wisconsin points.

Warehouses at Vollmer, Idaho, have been clogged with grain, shippers being unable to get enough cars to keep ahead of the farmers, who are delivering grain at a rapid rate. Sixty thousand bags of grain were delivered to the Vollmer-Clearwater Company's warehouse in one day. This house is 500 feet in length and 50 feet wide and will hold more than 250,000 bags. This delivery is believed to be a record in the Pacific Northwest.

The record price for wheat, Fort William to Buffalo, 3½c., was offered by shippers on October 28, with no takers. Wheat has been pouring in so rapidly from the Saskatchewan district that the elevator tonnage was nearly exhausted by November 1, and at the highest mark of the season not a vessel owner would accept the high offer. The best rate of the season at Duluth was 3c. on two storage cargoes of flax from Duluth to Buffalo.

A new self-dumping ore car was tested with grain a few days ago at Duluth Northern Elevator A. The car, which is manufactured by the Ingoldsby company of St. Louis, was loaded with fine flax seed and then shunted about the yards between heavy freight cars. Yet not a pound of the seed was lost, and according to those present it proved conclusively that a patent dumping car can be used for wheat hauling, and traffic congestion, such as often exists when the grain yield is heavy, might be overcome or greatly relieved.

It has been semi-officially announced that the Canadian government will start work on the construction of the railway to Hudson Bay this fall. The surveys are completed for the first section and field notes have been secured that are so copious that the line could be built from these for the whole distance. The route is a comparatively easy one for construction purposes. The line is to be a government-owned affair and will be operated by the government, but all companies so desiring will be allowed running rights on application. The Hudson Bay is open for navigation from Ft. Churchill at least six months in the year; and according to the reports of the Canadian Geological Department by using ice-breakers it can be kept open for ocean steamship travel much longer.

### CAR SHORTAGE COMING.

Complaints have been going in to the Kansas State Board of Railroad Commissioners from grain shippers that they are unable to obtain cars promptly. Some of the lines, the Santa Fe leading, admit a shortage and that it is not confined to grain cars. Nebraska also sends in similar complaints but fewer in number than in Kansas. Generally speaking, however, Kansas City railroad men deny there is any shortage in either state. At the time these complaints were made the American

Railways' fortnightly statement, made public on October 22, showed a shortage of 23,431 cars in the East and South, and a surplus of 35,977 in the West and Northwest, the report adding, "There seems to be no doubt the railroads are carrying as much freight as they did in October, 1907, and it is to be noted that the shortages are one-third of what they were then, when there was no surplus at all."

Nevertheless all signs point to a coming shortage. Grain men at Buffalo expect it to come when navigation closes, in view of the flood of grain to that city; and in the West the question of a shortage is already having its prospective effect on the movement of corn, where it would be felt most seriously. In the Northwest at November 1 the roads were all in fair shape and reported no serious shortage along the lines, but all admitted that difficulties were encountered at the receiving end. The principal trouble was at Minneapolis, where the grain is nearly all unloaded.

### FEWER IDLE CARS.

The fortnightly statement of the American Railway Association on the car situation, issued on November 6, says:

On October 27 the surplus of cars in the United States and Canada stood at 30,896, a decrease of 5,981, or about 16 per cent. On October 20 the decrease was 32 per cent. Although the surplus is reduced, the reduction is the smallest since July. For the corresponding period in 1907 the surplus was entirely wiped out. About half of the surplus is in box cars.

Car movements in the Virginias and Carolinas were heavy, where there was a decrease of about 90 per cent in surplus cars. In the middle Atlantic States traffic showed steady gains and a considerable decrease in idle cars occurred, as also throughout the middle West. There were 14,596 surplus cars in the Northwest, almost half of the total. On October 20 in that section there were 15,652 cars. Small decreases in surplus cars prevailed over the rest of the country except in New England. There the number of idle cars increased from 433 to 1,167. This increase, however, was due to local conditions and in no wise affected the general situation. Canadian lines showed no changes over October 20.

Following is a table showing surpluses, shortages and net surpluses at various recent dates:

	Surplus.	Shortage.	Net Surplus.
October 27.....	30,896	36,363	.....
September 29.....	53,388	14,582	38,806
August 18.....	159,424	2,009	157,415
July 21.....	243,354	339	243,015
June 23.....	262,944	827	262,117
May 26.....	273,890	1,240	272,650
April 28.....	282,328	497	281,831
March 31.....	296,600	399	296,201
February 17.....	301,441	470	300,971
January 20.....	311,664	358	311,306

The total shortage is 36,636, as compared with 23,431 on October 20. The most severe shortages are in the middle West, the East and the Southeast. This shortage is larger than any in two years and is most marked in coal cars.

### HAY RATE CASE.

The famous hay rate case came on to be heard at Fort Wayne, Ind., in the Federal Court, on October 1, C. S. Bash and Attorney Jas. Manahan of Minneapolis representing the National Hay Association and J. E. Smith the Commerce Commission. The case, so far as the hay men are concerned, is to have hay restored to the sixth class where it was prior to January 1, 1900, when it was arbitrarily raised to the fifth class, with a resulting increase in the rate. The hay men contend that the classification has existed for a long period of time, and that being so it was obviously fair and should not have been changed.

The defending carriers on the hearing rested their case on the following points, as reported for the press by Thos. P. Riddle of Fort Wayne:

"1. Justification of advance of classification of hay in 1900 (a) by claiming and attempting to prove the need of increased revenue at and prior to the time of the change; (b) by the loading tonnage nature of hay compared with other classified commodities.

"2. Refutation of charge of discrimination against hay in placing it in fifth class with relation to certain other commodities, (a) by claiming and attempting to prove that there was a general revision of freight classification at the time of the change of the classification of hay, some commodities being raised and some being lowered, but with a general revision upward; (b) by claiming and attempting to prove by books, data, statements and oral testimony that the net earnings per car per mile on hay even in its present classification (fifth) is less than the net earnings per car per mile on grain, which is in a lower class.

"3. Refutation of the charge that hay production has been discouraged and harmed by the advance in the freight rate incident with the change in classification, (a) by introducing Agricultural

Department statistics showing a substantial tonnage production increase since 1900 and an increased value; (b) by conceding the plaintiff's claim established by evidence, that the percentage of hay acreage per farm has decreased in certain instances within the past ten years, but contending and attempting to prove by the plaintiff's own witnesses that this is due to the fact that the abnormally high prices which have prevailed on live stock during late years have made corn and certain other crops more desirable than hay; and for the further reason that the demands of more scientific farming which require a closer observance of a proper rotation of crops have decreased the percentage of hay acreage per farm, rather than any cause attributable to the change in the classification of hay.

"4. Refutation of the charge that hay shipping has been discouraged and harmed by the advance in the freight rate incident with the change in classification, (a) by admitting to a certain extent the plaintiff's claim established by the testimony of several witnesses, to the effect that the advance in the freight rates on hay incident to the advance in the classification changed the channel of outlet in some instances, particularly in the case of certain shippers in Illinois and Indiana using the Eastern markets, but claiming that while the advance in the classification of hay may have handicapped certain shippers of Illinois and Indiana on Eastern billing, the advance is retroactive and affords those same shippers an advantage on Western movement; (b) by endeavoring to prove by statements by the plaintiff's witnesses that hay is generally bought and sold by shippers upon a fixed, or approximately so, profit margin regardless of freight rates, and that hay shippers generally and plaintiff's witnesses in particular, had enjoyed a commensurate degree of prosperity since the change in the classification of hay; (c) by introducing New York City official market quotations for corresponding periods before and since the change in the classification of hay for the purpose of showing the increase in the selling price since the change as compared with the selling price before the change more than covers the advance in the freight rate.

"Salus populi suprema est lex" defense; that is, the justification of the act upon the ground that the welfare of the people is the supreme law, as evidenced in the testimony of the defense's witness, A. E. Billings, who was a member of the Official Classification Committee which changed the classification of hay, his statement being that the Classification Committee had turned its back upon flour, "the poor man's bread," in classifying it. (The plaintiff had made a persistent and thorough comparison by evidence presented in an effort to show that flour, which is in a lower class than hay, subjects the railroads to greater expense in handling and to heavy loss and damage expense, thus making hay a much more profitable commodity and entitling it to a lower classification.)

"6. Aggressive defense, (a) by endeavoring to impeach the motive and strength of the prosecution by reading into the records the Minutes of the Conventions of 1907 and 1908, correspondence and statements by members, the formal request of the board of directors of 1908 for the dismissal of the case, and other matters, tending to show that the National Hay Association was divided on the question of the advisability and desirability of prosecuting the complaint which had been filed; (b) by endeavoring to impeach the veracity of the plaintiff's representative, Chas. S. Bash, by subpoenaing a local newspaper market reporter to contradict a statement made by Mr. Bash upon the witness stand concerning local market quotations; (c) by reading into the records for the edification of the Interstate Commerce Commission extracts from the Minutes of the Conventions of 1908 and 1909, purporting to show pecuniary proclivities upon the part of the plaintiff's lawyer, Mr. Manahan.

J. G. Groehler, buyer for the Pacific Elevator Co. at Clarkfield, Minn., has been with the concern twenty-five years.

Minnesota is this year the leading wheat state of the Union, with a yield of 94,500,000 bushels. Wisconsin's average yield, 19.5 bus. was greater than Minnesota's 16.5 bus., while Iowa's average was 14.7 bus. against 13.7 bus. in North Dakota.

The total of American grain received at Duluth in October 1909 was 23,700,868 bus. and that of bonded grain (Canadian), 1,109,853 bus. making a grand total of 24,810,721 bus. This is the record month for the market and passes the previous record month, September, 1909, by more than 2,000,000 bus.

Edward P. Harrison, of Greenfield, Mass., who is a candidate on the Democratic ticket for state representative from the Second Franklin district, was for twenty years in the employ of the W. N. Potter & Sons, grain dealers of Greenfield, in the capacity of clerk, bookkeeper and manager in Claremont and Athol, Mass.



## IN THE COURTS

A petition has been filed in the District Court at Council Bluffs, Iowa, by the Traders' Grain Co., against the Cavers Elevator Co., and D. Maltby, asking \$500 damages for a carload of grain alleged to have been unlawfully seized.

Referee in Bankruptcy Brock at Nashville, Tenn., has revoked the order for the sale of the Kendrick-Roan Grain Co. He has appointed an attorney to assist in an investigation of the Snell mortgage on the property. This is the result of the filing of a petition on behalf of certain creditors, who allege that the Snell mortgage is invalid, and that, therefore, the property should not be sold.

Elihu Parker, of Minneapolis, formerly of Man-kato, Minn., an elevator man, filed a petition in voluntary bankruptcy on November 2. His liabilities are \$24,893, of which \$13,750 are secured, and his assets as real estate \$30,000, stock, etc., \$1,200 and \$6,500 exempt. Lawrence J. Parker, of Henderson, Minn., an elevator man, also filed a petition in bankruptcy at the same time, with liabilities of \$2,225 and assets exempt.

Creditors of Elmer J. Kiddle, president of the Kiddle Grain Co., of Omaha, Neb., believe that he transferred his home to a Miss Nellie Rubin in order to frustrate their efforts to collect from him. The McCaul-Dinsmore Grain Co., and the McCaul-Webster Elevator Co. have instituted suit against him, the first for \$3,000 and the second for \$827. Attachments have been secured on what property is discoverable for garnishment.

The receivers of the T. H. Bunch Grain Co. will make an effort in the courts to secure title to the grain elevator at Argenta, Ark. Chancellor Martineau at Little Rock, Ark., has authorized the receivers to employ counsel to represent the company in the litigation. The Interstate Commerce Commission recently issued an order requiring the Grain company to turn the elevator over to the Iron Mountain Railroad, claiming the property was owned by the company.

The first meeting of the creditors of the Hardy Grain Co., bankrupt, was held on October 22 at Union City, Tenn. S. Waddell, J. W. Brown and W. H. Bobbit were elected trustees. This step was taken in view of the many conflicting claims and interests in readjustment of the claims to be submitted. The referee ordered all personal property sold for cash, and the real estate, including all mills, elevators, with machinery, sold on terms of one-third cash, balance on six and twelve months, with approved personal security, and a lien upon the real estate as additional security.

The Pacific Grain Co. has filed a petition in the United States Court at Portland, Ore., asking that a receiver be appointed for the estate of the late Thomas H. Tongue, ex-representative from the First Oregon Congressional district, and that the proceeds of its sale be distributed among the heirs. The plaintiff company recently acquired from Mrs. Mary G. Lombard, one of the heirs, her share of the estate and the purpose of the suit is to effect a division of the property. The estate consists of property located principally in Washington County and is valued at \$150,000. Mr. Tongue died intestate.

A habeas corpus proceeding involving the constitutionality of the law passed by the last legislature requiring the sales of all grain, hay, coal, etc., to be made on the actual weight of the commodity has reached the supreme court of Missouri. The case is brought by R. J. House, a member of the Kansas City, Mo., Board of Trade. The statute is aimed at the custom or rule adopted by the Board of Trade of Kansas City and the Merchants' Exchange in St. Louis whereby 100 pounds is arbitrarily deducted from the weight from every car of grain on the theory that this amount of dirt and foreign substance exist in it.

The constitutionality of the new grain and hay inspection law in the state of Washington is attacked in a suit brought by W. W. Robinson at Olympia against the Northern Pacific railroad. The latter shipped hay to himself over the road, but refused to pay seventy-five cents inspection fee. The Northern Pacific declined to surrender the hay until this fee was paid, claiming it was responsible to the state for the collection. The railroad has called in the assistant attorney general of Washington to assist, contending that a decision in Robinson's favor might establish a precedent which would wreck the inspection service.

Chancellor Bearden at Columbia, Tenn., recently held that a dealer is not financially responsible if grain sold by him fails to germinate. The cases on trial were those of Ryalsen Baker Co. of Cordele, Ga., vs. City Grain & Feed Co., and W. A. Howard & Co. of Eutaw, Ala., vs. City Grain & Feed Co. The damage asked in each case was in excess of \$1,000 and the allegations were practically the same in both cases—that seed oats sold by the City Grain & Feed Co. had failed to germinate. There have been but three similar cases in the United States.

A similar case from Kansas had been decided in the affirmative. An appeal has been taken.

Arrest of John Dickinson, former member of the Chicago Board of Trade and figure in Wall street, who failed last February and who has not appeared before Referee in Bankruptcy Eastman at Chicago for examination, is asked by his creditors. When he filed an involuntary petition in bankruptcy Dickinson placed his assets at \$215,000. Then he disappeared, was found in Paris and later returned to New York. Referee Eastman has continued the examination to November 23 and will report the matter to Judge Landis. Jacob Ringer, counsel for 100 brokers and grain dealers, who say they lost \$60,000 through Dickinson's operations, bitterly denounced the latter before the referee in bankruptcy.

A verdict for the plaintiff was returned by the jury in the suit brought by the E. G. Rall Grain Co. of Fort Worth, Texas, vs. the A. T. & S. F. Ry. Co. at Independence, Mo. The plaintiff asked for damages approximating \$4,500 caused by delay on the part of the railroad in delivering grain shipments. The court appointed a referee to determine the exact amount. Forty-eight cars of grain shipped from Kansas City to the Rall Grain Co. in Gainesville, Texas, in 1907 were delayed in transit, during which time there was a decline in the wheat market. The jury decided the plaintiff was entitled to the market difference between the value of the grain when it should have arrived and the time when it did arrive, with interest to date.

C. C. Kavanaugh and H. K. Cochran, receivers of the T. H. Bunch Co., of Little Rock, Ark., have filed their report with Chancellor Martineau. The report shows nominal assets of \$771,186.55 and liabilities of \$495,186.55. Among the assets is the elevator at Little Rock valued at \$200,000 and which is in litigation; also the elevator at Pine Bluff, Ark., valued at \$75,000, upon which is a mortgage of \$11,000. The real estate is valued at \$60,000 and is mortgaged for \$40,000. The books' accounts are valued at \$190,000, of which \$50,000 are reported as doubtful and \$38,000 pledged in the usual course of business. The receivers have already realized \$30,000 from the sale of assets held by the company at Hot Springs and Pine Bluff, and collected \$30,000 on pledged accounts and \$30,000 on unpledged accounts. The receivers say it is impossible to give the actual value of the assets.

W. J. Henzell, formerly manager of the Greer-Rochdale Grain Co., was convicted at Lewiston, Idaho, on October 25, on the charge of selling grain without having possession of warehouse receipts. This is the first conviction in central Idaho under the law which makes it a misdemeanor for warehousemen to sell grain unless they hold warehouse receipts. R. C. Bywaters stored a lot of barley in the Greer-Rochdale house, taking Henzell's receipt, which was sold to L. W. Robinson, who in turn sold the receipt to the Vollmer-Clearwater Co. An agent of the latter company presented the receipt to Henzell and demanded the grain, which had been sold by the warehouse manager. Henzell sought to show that he had an oral agreement with Bywaters to buy the grain, but the court ruled this out, holding that it was immaterial, as the law provides that no grain shall be sold unless the seller holds the receipts for the grain.

J. M. Bennington, a merchant of Ritzville, Wash., is in the Spokane county jail awaiting trial on numerous charges of forging warehouse receipts to the amount of \$52,600. The banks, it is alleged, that have been victimized by Bennington are: The Spokane & Eastern Trust Co., \$9,000, money returned by relatives; the Seattle National Bank, \$25,000; the Baker-Boyer National Bank, \$6,000; the Pioneer National Bank of Ritzville, \$2,500, and the First National Bank of Ritzville, \$8,300, reimbursed by relatives. He also secured \$1,800 of insurance funds through forged paper. Mrs. Bennington, mother, and W. J. Bennington, brother of the prisoner, advanced the money to save him from prison, the former parting with a farm of 480 acres. When the forged papers for \$25,000 showed up, Bennington's relatives realized the enormity of his operations and asked to be released from his bonds. Just before his arrest he arranged to borrow \$10,000 from the Exchange National Bank of Spokane, but did not obtain the money.

A. N. Waterud, who had been agent for the Imperial elevator at Nashua, Mont., for a year, has been transferred to Culbertson, Mont., and Mr. Riley of Glasgow, Mont., has succeeded him at Nashua.

"Smart" unloading work was executed on the steamer Roma, of Whitby, which arrived at Leith on Monday October 4 from Nicolaieff with a cargo of 6,000 tons of grain in parcels says a local paper. The large cargo was discharged, and the vessel sailed for Burntisland on the 7th. This is regarded as a splendid record for Leith, and it is stated that few ports in the United Kingdom could accomplish such rapid handling of the same quantity of grain in so short a time. The bulk of the cargo was discharged by the Leith Dock Commission's elevator.

## The CO-OPERATIVES

The Cooperative Elevator Co. of Atwater, Minn., paid 25 per cent on last year's work.

The Edinburg Farmers' Grain Co. of Edinburg, Ill., declared a 100 per cent dividend for season of 1908-09.

The Farmers' Elevator Co., Kerkhoven, Minn., for its first year's work, paid a dividend of 10 per cent in cash and bonus of \$18 on each \$1,000 worth of grain sold to the company.

The Manitoba Grain Growers' Association is negotiating for the lease of the C. P. R. elevators at Ft. William, with 9,000,000 bus. capacity. The object of the association is to get "a complete mechanism for wheat marketing under their own control."

At a meeting of the Provincial Grain Growers, held at Saskatoon on Oct. 23, the farmers present were addressed by Messrs. E. A. Partridge, Sintaluta; F. W. Green, secretary-treasurer, Moose Jaw, and E. M. Hopkins, president, Moose Jaw. The speakers scored the farmers for selling to "combines," and advocated elevators of their own.

Farmers' Union at Washington, Idaho and Oregon, with 175 local organizations and a total membership of 10,000, will have its next convention of six days at Coeur d'Alene, Idaho, thirty-four miles east of Spokane, early in June, 1910. Y. C. Mansfield, a member of the executive board, says that the organization, designed for mutual protection, represents \$165,000,000 invested in farms and implements.

The directors of the Farmers' Grain Dealers' Association of Illinois held a meeting at Bloomington to prepare for the annual state convention, which will be held in Peoria in February, 1910, and to discuss general matters of mutual interest and benefit to the farmer grain elevator companies. President Thomas Lamb of Bement, Secretary J. A. McCreery of Mason City and Mr. Henry Shaffer of Illiopolis were selected as the committee to arrange the program for the coming convention at Peoria, which will be in session two and a half days. The directors recommended Anson Wagner of Pontiac to Governor Deneen as a member of the advisory board of the agricultural experiment station at the Illinois university.

### UNITED FARMERS OF ALBERTA.

The annual convention of the United Farmers of Alberta has been called for January 19 and 20 at Edmonton. "The farmers of Alberta," says an Alberta paper, "are as keen on organization as in the other two provinces, and Rice Shephard of Strathcona has been appointed to organize the northern part of the province. Petitions are being circulated for government ownership of the terminal elevators, to be presented to the House of Commons at the ensuing session.

"One of the grievances of the United Farmers is the lack of action on the part of the Alberta government towards the establishment of a government pork packing plant. The Pork Commission, after making full investigation, recommended such a step. Definite action will be taken to bring the matter before the government again.

"These subjects are among those which will be discussed at the coming convention. There is also the big question of co-operative marketing to be dealt with."

### A POOLING SCHEME.

A national conference to take the place of the general annual convention of the grain growers' department of the America Society of Equity of North America has been called to convene at 2 o'clock p. m. sharp on November 15, at Loraine Hotel, Indianapolis, the purpose of the conference being to elect delegates to reorganize the grain growers' department "on a more permanent basis and to take any action that may be deemed necessary and wise to promote the interests of the grain growing members of the American Society of Equity."

The object is to fix up in some way a new scheme for pooling grain or to induce farmers to hold back their grain.

On the following day a meeting of the Society of Equity will be held in the same city, in publishing the call for which the secretary asks the locals to consider the following questions:

1. By what means can we most easily reduce the cost of marketing grain, and how can farmers' elevators throughout the country aid in saving the grain growers the profits which they lose in the terminal markets?

2. What is the quickest and surest way in which we can get one standard of grades by which to grade grain in all parts of the United States? How and by whom should the weighing and grading of grain be done in local and terminal markets?

3. Which is the best and surest way to secure one correct crop report each year and for compell-



ing operators of thrashing machines to file reports of the kinds and quantities of grain thrashed?

4. What is the best method for raising funds to perform the functions for which the department has been organized?

#### FARMERS INSPECT THEIR OWN GRAIN.

The Grain Growers' Association of Manitoba has employed a staff of inspectors to check the government inspection of grain. When asked regarding the system they have just put in effect, D. W. McCuaig, the president of the Grain Growers' Association, said that both day and night samplers are already at work in the Canadian Pacific and Canadian Northern yards. "The samples that we take from the farmers' cars," said Mr. McCuaig, "are all graded in our office on Main street. It is in charge of Jas. Massey, who holds a certificate as deputy inspector from the department of trade and commerce at Ottawa. He was associated with David Horn, chief grain inspector, from 1885, when the government first established the grading system for grain, until 1903. During the last six years he has been employed by two big elevator companies. His services in grading the samples taken from the farmers' cars will be of inestimable value to the farmers. I might point out," added Mr. McCuaig, "that the government system of grading the grain this year is in accordance with the suggestions made by Grain Growers' Association to the inspection department, namely, that the inspectors should have nothing before them but the number of the car, when they were grading the sample. Thus they could not know who shipped the car or who would receive it. Formerly this information was before the deputy inspector as he set the grade and fixed the dockage."

#### WANT GOVERNMENT ELEVATORS.

The Manitoba Grain Growers' Association has adopted and promulgated a resolution urging farmers "to bring pressure to bear upon their representatives in the local legislature to support legislation for the establishment of a system of government-owned elevators throughout the province at the approaching session of the local legislature; and in the event of a general election, to not support any candidate for election who will not subscribe the following pledge: 'I do hereby agree and pledge myself to support and use all my power and best endeavors to bring about such legislation as will ensure to the people of the province of Manitoba, at the earliest possible moment, an adequate, practicable and satisfactory system of government-owned and government-operated storage facilities for the handling of grain in Manitoba, including my support of any and all legislation necessary for guaranteeing the bonds for the purchase or construction necessary to carry out and make effective all such legislation; and I will at all times vote for and personally and actively support such legislation and do everything in my power to bring about and make effective such legislation; and I do hereby further agree and pledge myself that if elected, and I afterwards decide or come to the conclusion that I cannot fulfill this pledge, or if I fail in any way to support such legislation as is hereinbefore stated, and in the spirit here indicated, I will forthwith resign my seat in the said legislature.'"

The Kansas grain inspection department in Kansas City, Kas., has established a substation at Arkansas City, Kas., with Jacob Seyser as inspector in charge.

George Smith, who has been in charge of the C. B. Munday Elevator at Dorsey, Madison Co., Ill., has resigned and William Carey, Mr. Munday's assistant, is temporarily in charge.

E. M. Denton, grain buyer for sixteen years in the employ of Kerr, Gifford & Co., at Waitsburg, Wash., has resigned to go to San Pedro, Cal., to engage in the real estate business. W. J. Earnest has been named as his successor. Mr. Denton was one of the leading specialists of eastern Washington.

In the trial of a whiskey case in Virginia, when the defendant was charged with fraud because the amount of whiskey produced from his consumption of corn used did not agree with common practice, it was shown that on the average the flow of liquor is 4.63 gallons per bushel of corn; but the defendant's flow was a gallon short of this amount. The inference is that Virginia corn is deficient in "booze" content or —?

J. W. Holey, who introduced the Australian rice corn to Kansas, has four acres of his new cereal ready to harvest. The grain is dead ripe in his fields and but waiting to be cut and threshed. Mr. Holey estimates that the crop will yield 150 bushels to the acre at the very lowest figures. The rice corn is a new cereal grown in Kansas for the first time two years ago by Mr. Holey. It is very similar to rice in appearance and makes a good cereal as well as a cattle feed.—Lawrence, Kan., World.

## CROP REPORTS

The condition of wheat in Michigan as compared with an average is 87. The estimated average yield of corn is 32 bus.

Corn is in good, dry condition, but there is none shipped out of this neighborhood. Quantity, 50 per cent normal crop; quality, 60 per cent.—J. M. Wyckoff, East Stroudsburg, Pa.

The corn crop in Nebraska this year falls far below expectations. In some parts of the state it will be but fifteen bushels to the acre, in others about twenty and twenty-five bushels.

The corn crop of Oklahoma this year will amount to 90 to 100 million bushels, according to the summary of the Board of Agriculture. The Board estimates the yield to average 18 bushels per acre.

The corn crop in this state is very abundant, but it is not likely there will be much of any corn for export, as it will all be required for feed within the state.—Oscar H. Will & Co., Bismarck, N. D.

The average yield of wheat per acre in Colorado was 29.4 bushels, the total crop being 9,467,000 bushels, against 6,153,000 bushels a year ago. The oats crop was 8,428,000 bushels, while the barley crop was 936,000 bushels.

Reports on corn husking covering a good part of Illinois show yields of 38 to 57 bushels an acre, or the same as in 1908, to 12 bushels increase. The quality is generally good. In a few parts corn has more moisture than last year.

The average yield of corn in this section is 30 to 35 bushels; some fields average 50 bushels. Quality excellent; however, it needs seasonable weather to harden it up. Farmers are offering to contract at 45 cents.—Wheeler Grain & Coal Co., Fort Dodge, Iowa.

The Kentucky crop report for November shows the corn yield per acre to be 30 bushels, against 32 in October and 25 a year ago. It indicates a crop of 107,000,000 bushels. Wheat area sown is 87 per cent of last season; condition 90, against 80 last December.

Secretary Wells of the Iowa Grain Dealers' Ass'n, says there is in farmers' hands 64 per cent of the oats crop against 43 per cent a year ago; 5 per cent of the old corn, and 91 per cent of the feeding corn, as compared with 100 last year. The total crop is 268,280,569 bushels.

Think there will be quite a little corn to offer, but condition is not good for early shipment. It will take fair weather for it to be safe to start before November 20. We have reports where corn has made 110 bushels to the acre.—The Woodbury-Elliott Grain Co., Muncie, Ind.

The corn yield at the state experimental farm in Iron River, Minn., this year is surprising. The smut nose flint corn yielded between 55 and 60 bushels of shelled corn to the acre, and the yellow dent exceeded this slightly. Some years ago it was not thought possible to ripen dent corn in this climate.

Missouri this year produced 27,502,879 bushels of wheat on 1,600,000 acres, according to a special report by the secretary of the State Board of Agriculture. This is an increase of seven million bushels over the crop of 1908. The total crop of oats was 18,808,576 bushels, or 58 per cent more than last year.

Ohio's wheat production for 1909 was 27,355,142 bushels, or an average yield per acre of 16 bushels. Compared with 1908 this is a shortage of 1,600,354 bushels. The average yield per acre this year is slightly in excess of that of last year, but the exceedingly low acreage harvested has reduced the general production.

The following is a comparative statement of average yields per acre for the Southern States of oats: South Carolina, 21; Texas, 2.3 bushels less; Mississippi, 5 bushels less; Georgia, 2 bushels less; Florida, 4 bushels less; Kentucky, about same; Alabama, 4.5 bushels less; Tennessee, 1 bushel less; Virginia, 2 bushels less.

Preliminary estimates of the 1909 crop for the province of Alberta, Canada, show the spring wheat yield 6,250,000 bushels; winter wheat, 2,000,000 bushels; oats, 2,000,000 bushels; barley, 2,000,000 bushels; rye, 18,000 bushels. The averages are high when it is considered that statistics include crops secured under shiftless methods.

The corn crop this year has been rather light, probably about 50 per cent crop, but on account of increased acreage there is considerable corn in the state. Possibly about 75,000,000 bushels raised this year. The quality is good; so far about 25 per cent of the corn has been marketed throughout the state.—Yukon Mill & Grain Co., Yukon, Okla.

The Michigan bean crop is this year the biggest on record. Last year's 300,000 acres were harvested and the average yield was 9 bushels an acre. This year the acreage is 425,000 and the yield per acre is a little over 12 bushels; farmers in the Richmond district are reporting as high as 18 bushels. Michi-

gan's exported beans go mostly to the West Indies and to South American countries. The Michigan exports will not, however, be large this year, as the home demand will absorb the entire crop.

There is very little corn raised here; so little that it would be quite impossible to gauge the quantity. Perhaps 25 to 50 miles in various directions from here there would be a little corn, but the writer has not had the privilege of going to these different places, consequently is unable to give you any information.—John B. Yeager & Co., Wilkes-Barre, Pa.

Official figures by the Kansas Agricultural Department make the area of winter wheat 6,384,875 acres, yield 80,226,704 bushels; spring area 65,859 acres, yield 732,036 bushels; total crop of wheat 80,958,740 bushels; corn area of 7,711,879 acres, yield 147,005,120, oats area 962,004 acres, yield 25,588,220 bushels; government figures October 1 indicated the area of wheat 6,065,000 acres, yield 87,433,000 bushels, oats area 964,000 acres, yield 27,185,000 bushels; November 1, corn area 7,810,000 acres, yield 155,419,000 bushels.

With regard to the quantity, quality and condition of our corn crop, we can hardly say the number of bushels, but as near as we can ascertain from the farmers it will average just about the same as last year. If you know the condition of Saline County last year, which you probably do, you can figure on just about the same for this year. In regard to shipments, there is no corn shipped out of this county. It is practically all fed, and we have to ship corn in here for milling purposes.—The Western Star Mill Co., Salina, Kan.

The corn outlook throughout eastern and northern Nebraska is from fair to good. Many crops yield from 50 to 60 bushels or more, while others are only ranging from 25 to 40 bushels per acre. We should judge the average yield throughout this section of the country will be in the vicinity of 35 bushels per acre. We understand that southern and southwestern Nebraska were quite badly damaged by the high winds in August, but do not know how the crops are turning out in those sections.—The Western Seed & Irrigation Co., Fremont, Neb.

This is the Northwest Grain Dealers Association estimate of Canada crop yield: Manitoba, Sask. and Alberta, wheat, 6,922,000 acres at 17.8 bu. per acre, 123,211,600 bu.; oats, 3,920,000 acres at 41 bu. per acre, 160,720,000 bu.; barley, 1,050,000 acres at 28.3 bu. per acre, 29,715,000 bu.; flax, 305,000 acres at 11.8 bu. per acre, 3,599,000 bu.; wheat situation on Nov. 4, 1909: Inspected to date 36,335 cars at 1,050 bu., 38,150,750 bu.; in store at country points, 7,070,000 bu.; in transit not inspected, 1,700,000; marketed at Winnipeg, 90,000; allow for country mills (estimated), 8,000,000; and allow for seed and feed (estimated), 16,000,000. Total, 71,011,750; balance in farmers' hands to market, 52,199,850; balance in farmers' hands to market Nov. 2, 1908, 38,298,840.

The Government Report for November indicates a corn crop of 2,767,316,000 bushels, against 2,668,651,000 bushels as finally estimated last year, with the quality 84.2, against 86.9 last year. The five year average, 1903-1907, is given as 2,585,877,000 bushels. The preliminary estimate of the average yield per acre is 25.4 bushels, against 26.2 finally estimated last year. About 3 per cent (79,779,000 bushels) of the crop of 1908 is estimated to have been in farmers' hands on November 1, against 2.7 per cent (71,124,000 bushels) of the 1907 crop in farmers' hands at this time last year. The total acreage of all the states was 109,006,000. This report, which is subject to final revision next month, makes this year's corn crop the second largest on record and only 160,000,000 bushels behind the bumper crop of 1906, when the yield was 2,927,000,000 bushels. The official preliminary estimates for other crops are:

Crop.	1909.	1908.	5-Yr. Av. 1903-1907
Winter wheat, bu.	432,920,000	437,908,000	412,719,000
Spring wheat, bu.	291,848,000	226,694,000	237,791,000
All wheat, bu.	724,768,000	664,602,000	650,510,000
Oats, bu.	983,618,000	807,156,000	870,251,000
Barley, bu.	164,636,000	166,756,000	148,155,000
Rye, bu.	31,006,000	31,851,000	30,096,000
Buckwheat, bu.	16,692,000	15,874,000	14,554,000

The corn production of the so-called surplus corn states is over 131,000,000 bushels more corn this year than last. Their yields this year and last were:

	Yield, bu., 1909.	Yield, bu., 1908.
Ohio	151,143,000	136,675,000
Indiana	196,520,000	137,835,000
Illinois	366,395,000	298,620,000
Iowa	294,210,000	287,456,000
Missouri	216,928,000	203,634,000
Nebraska	196,565,000	205,767,000
Kansas	155,419,000	156,200,000
Total	1,577,180,000	1,426,187,000

The heavy average weight of this year's old crop of oats swells the total yield close to 1,000,000 bushels, the indicated figures for October being 983,618,000 bushels and the weight per measured bushel being 32.7 lbs.



## FIRES-CASUALTIES

The Winter & Ames Co.'s Elevator at Niobe, N. D., burned on November 6.

The Acma Grain Co.'s Elevator at Berwick, N. D., was destroyed by fire recently.

H. Drennan's grain elevator at Mounds, Creek Co., Okla., was destroyed by fire recently.

The grain elevator at Predmore, Olmsted Co., Minn., burst recently, scattering the grain.

During a recent storm lightning struck the elevator at Kappa, Woodford Co., Ill. The damage was comparatively small.

The Western Elevator Co.'s warehouse at Triumph, Minn., was damaged recently by a fire caused by a bolt of lightning.

The Hawkeye Elevator Co., of Wetonka, McPherson Co., S. D., suffered damage to the extent of \$35 in the engine room recently.

Condon & Reimeke's elevator at Pesotum, Champaign Co., Ill., burst at night recently and several cars of shelled corn were spilled.

Beggs & Lynd's elevator at Pleasant Plains, Ill., was damaged to the extent of \$6,000 by fire recently. There was \$4,700 insurance.

The W. W. Cargill Co. mill at Judge, Olmsted Co., Minn., was slightly damaged recently by a fire that was caused by a spark from a locomotive.

McKenzie & Co.'s grain warehouse at Brandon, Man., containing several car loads of seeds, was destroyed by fire recently. The loss was \$60,000.

Ralph Puterbaugh was burned about the arms when a lantern he was carrying set fire to gasoline fumes in the Puterbaugh Elevator at Mackinaw, Ill.

Fire broke out in the Farmers' Elevator at Minot, N. D., October 27, but was placed under control by the fire department before much damage was done.

William Thompson, a grain buyer for the Alberta Pacific Elevator Co., at Cardston, Alta., fell into the pit of the elevator recently and was smothered under falling grain.

Fire of unknown origin destroyed the corn sheller plant, with 1,600 bushels of corn, of the Hughston Grain Co., at Plano, Texas, recently. Loss on building and machinery \$4,000; insurance, \$800.

William Carey, the new manager of the C. B. Munday Elevator Co. at Dorsey, Madison Co., Ill., had one of his fingers severed at the first joint recently by being caught in the governor of the engine.

William P. Griffin, grain dealer of Pittsfield, Mass., while driving in his carriage on October 26, was run down by an automobile which came up from the rear, thrown to the ground and slightly hurt.

The Rich Bros. & Co. Elevator at Morocco, Ind., containing 10,000 bushels of grain, burned recently. Loss on the building about \$15,000, with \$8,000 insurance.

Fire of unknown origin practically destroyed the Pabst Grain Elevator at Milwaukee, Wis., on October 28, causing a loss of over \$25,000; insurance, \$40,000. The elevator was leased to the Franke Grain Co.

Sparks from a passing engine caused a fire that totally destroyed one crib containing 3,000 bushels of snapped corn and almost consumed another at the Davidson Elevator in Checotah, Okla., recently. Loss, \$22,500.

The bottom of the Peavey Elevator at Sherack, near Keystone, Polk Co., Minn., gave way recently and between 16,000 and 20,000 bushels of grain were spilled on the ground. The damage was large, as a heavy rain fell after the collapse.

Thompson Bros. & Co.'s Grain Elevator at Gambier, Ohio, burned on October 30 with 2,000 bushels of wheat. A car of wheat standing on a side track was also burned. The fire started from a hot box on one of the cars. Loss \$20,000; no insurance.

Bingham Bros.' elevator, owned by A. H. Hewett, at Arlington, Kingsbury Co., S. D., burst at the side recently. A bin of flax containing between 3,000 and 4,000 bushels burst through the partition and tore out the side of the elevator from top to bottom.

A defective flue caused a fire that damaged the Malinta Elevator, Malinta, Ohio, to the extent of \$200 recently. The loss was covered by insurance. The elevator had been purchased the day before by Lewis Sloan, of Grelton, Ohio, from Morrison & Thompson, of Toledo, Ohio.

The elevator and warehouse of the Cincinnati Grain Co. at Latonia, now a part of Covington, Ky., with contents were destroyed by fire on October 31. The origin of the blaze is a mystery, as no one was near the elevator at the time. The local fire department was helpless because of its limited facilities, but was assisted by the departments from Covington and Newport. The fire was prevented from spreading to the Latonia race track. The flames consumed 90,000 bushels of wheat, ten cars of shelled corn, thirteen cars of hay, twenty-

eight cars of oats, straw, barley and other grains. Covington insurance agents are aroused over the inadequate fire protection. Loss \$100,000, fully insured.

Fire which started in the Canadian Northern Railway Co.'s elevator destroyed over \$500,000 worth of property in Quebec, Que., and cost the life of one fireman. The elevator was valued at \$300,000, and was insured for \$247,000. The grain in elevator was insured for \$60,000.

Fire completely destroyed the lake and canal warehouses of the Western Transit Co., and the Knowlton Warehouse Co., and damaged Elevator B of the City Elevator Co., at Buffalo, N. Y., on November 1. Western Transit Co. loss, \$250,000; Knowlton Warehouse Co.'s, \$75,000; City Elevator Co.'s, \$25,000.

A canal boat, loaded with about 17,000 bushels of barley, sunk recently near Riley's bridge, west of Spencerport, N. Y. It struck a big rock and the rock stove a hole in it. Much of the barley was recovered with nets and scoops and sold for twenty-five cents a bushel. The boat and contents were insured for \$25,000.

Fire starting from a stove in the office of the building totally destroyed the large grain elevator of Miss Harriet Sheldon at Millerton, N. Y., on October 27. Efforts of citizens to fight the flames were unavailing. A carload of grain on the railroad track, valued at \$600, was badly damaged. The loss is about \$15,000.

The elevator of M. B. Lytle at Moore, Mont., was totally destroyed recently by a fire of unknown origin. Joseph Sullivan, in charge of the elevator, was sleeping in the office and barely escaped with his life. About 16,000 bushels of grain were consumed. Loss to elevator and contents about \$25,000, partly insured. The elevator will be rebuilt.

The grain elevator and storage house of the flouring mill of R. U. Kevil & Sons at Mayfield, Ky., containing about 65,000 bushels of wheat, were totally destroyed by fire on November 2. The buildings and elevator were valued at \$10,000. The insurance on grain and structures is \$44,500. The fire, it is presumed, started from a spark from a passing engine.

## OBITUARY

Jacob W. Smith, secretary of the Indianapolis Board of Trade, Indianapolis, Ind., and widely known in grain circles, died suddenly of heart failure on October 18. He was a thirty-third degree Mason.

Erford W. Burdick, for many years a well known grain commission merchant, died on November 2 at his home in Chicago following an illness of several months. He was born at McDonough, Champaign Co., N. Y., Sept. 20, 1845, and came to Chicago in October, 1891. He is survived by his widow. He was past master of the Lemars, Iowa, Lodge, A. F. & A. M.

Thomas David Randall, for fifty-seven years a member of the Chicago Board of Trade, passed away recently at his residence, 2024 Calumet Ave., Chicago. He was born in Cranston, R. I., and came to Chicago fifty-nine years ago. In 1852 he organized the present commission house of T. D. Randall & Co. He was a member of Corinthian Chapter, R. A. M., and Apollo Commandery of the Knights Templar. Burial was in Oakwoods cemetery, Chicago.

Henry A. Wroth, secretary of the Chamber of Commerce of Baltimore, Md., and one of the leading grain statisticians of the country, shot himself at his home in Vanbibber, Harford Co., Md., on October 18, and died the same night. Mr. Wroth, who was 55 years old, is known to have been heavily involved financially. His country home at Vanbibber was recently advertised for sale under mortgage. Because of nervous prostration he had been unable to attend to business during the summer.

William W. Cargill, of Lacrosse, Wis., multimillionaire grain dealer, lumber manufacturer, railroad owner, etc., died on October 17 at the age of sixty-five years. Death was due to pleura pneumonia following an attack of stomach trouble. At the time of his death Mr. Cargill controlled a large line of elevators in Minnesota and Northwestern states. He started in the grain business at Albert Lea, Minn.; and in 1875 removed to Lacrosse. His estate amounts to about \$15,000,000. He is survived by his wife, two sons and two daughters.

Randall Helbelt Crowell, bookkeeper and agent for George B. Pope & Co., grain dealers of Watertown, Mass., died in that city on October 14, of dropsy, at the age of seventy-five years. He was removed from the office to his home and died four days later. He came to Watertown from Boston eighteen years ago to enter the employ of Perkins & Co., grain dealers. Up to that time he had been associated with the Boston Chamber of Commerce and sold grain on commission. In a shooting affray eleven years ago he was wounded in the neck and arm.

## LATE PATENTS

Issued on October 12, 1909.

Alfalfa Shredder.—Wisley B. Kraft, Milan, Kan. Filed March 28, 1908. No. 936,783.

Grain Car Door.—Abner J. Denton, Nebraska City, Neb. Filed January 20, 1909. No. 936,746.

Grain Spout.—Charles L. Gardner, Peoria, Ill. Filed November 9, 1908. No. 936,772.

Power Shovel.—Joseph Kiesler, Chicago, Ill. Filed December 5, 1908. No. 936,727. See cut.

Automatic Grain Weigher.—Albert G. Yerck, Chicago, Ill. Filed May 13, 1909. No. 936,593. See cut.

Issued on October 19, 1909.

Bean-Picking Machine.—George F. Crippen, Detroit, Mich. Filed November 12, 1906. No. 937,695.

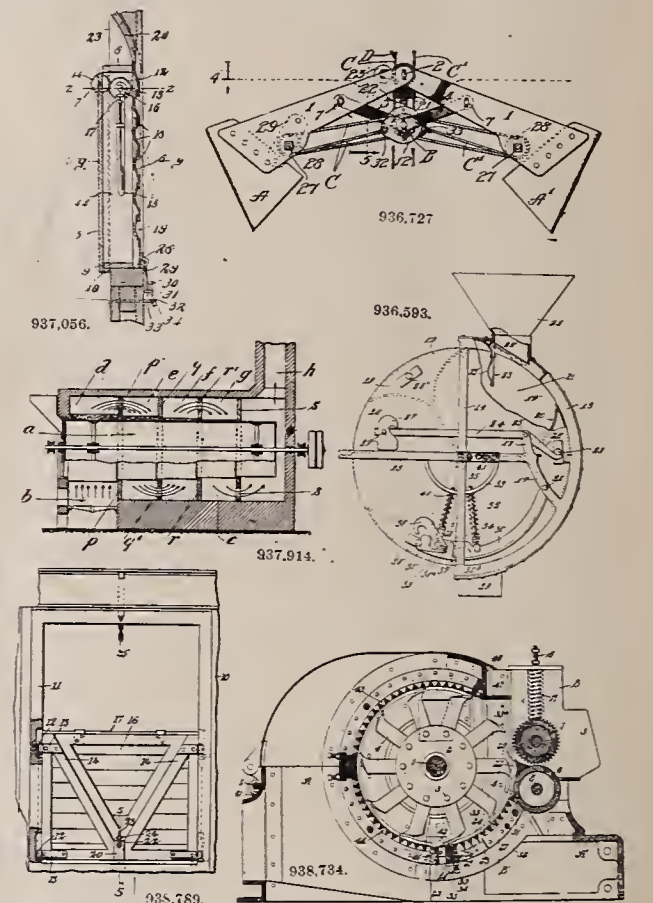
Grain-Door.—George R. Dunn, Gary, Ind., assignor of one-half to James Dent, Detroit, Mich. Filed September 8, 1908. No. 937,056. See cut.

Grain-Car Door.—John F. McGlenn, Harvey, N. D. Filed March 31, 1909. No. 937,630.

Issued on October 26, 1909.

Seed Corn Tester.—Clark E. Twamley, Alexandria, S. D. Filed August 4, 1909. Original number 866,989, dated September 24, 1907. Reissue No. 13,031.

Apparatus for Removing Hulls from Grain.—George E. Henry, Vincennes, Ind., assignor of one-



half to Benjamin G. Hudnut, Terre Haute, Ind. Filed July 3, 1907. No. 938,323.

Milling Process.—Milton C. Peters, Omaha, Neb. Filed March 23, 1909. No. 938,333.

Apparatus for Roasting Grains and Seeds.—Georg W. Barth, Ludwigsberg, Germany. Filed August 3 1908. No. 937,914. See cut.

Issued on November 2, 1909.

Car Door for Grain, etc.—Richard R. Reaveley, Fort William, Ont. Filed Nov. 24, 1908. No. 938,789. See cut.

Lock for Grain Doors of Box Cars.—Cyrus O. French, Kansas City, Mo. Filed May 25, 1908. No. 938,469.

Dust Collector and Separator.—Edward H. Frickey, St. Louis, Mo., assignor to Williams Patent Crusher & Pulverizer Co., St. Louis, Mo. Filed May 18, 1908. No. 938,656.

Separator.—Edward H. Frickey, St. Louis, Mo., assignor to Williams Patent Crusher & Pulverizer Co., St. Louis, Mo. Filed May 18, 1908. No. 938,657.

Dust Collector and Separator.—Otto Poebeck, St. Louis, Mo. Filed October 10, 1908. No. 938,702.

Grain Cleauer and Separator.—Fred Grotenrath, Milwaukee, Wis. Filed May 22, 1907. No. 938,576.

Shredding Machine.—Milton F. Williams and Edward H. Frickey, St. Louis, Mo., assignors to Williams Patent Crusher & Pulverizer Co., St. Louis, Mo. Filed May 18, 1908. No. 938,734. See cut.

Fire, believed to have been caused by spontaneous combustion, almost completely destroyed the warehouse of the Union Grain & Hay Co., Cincinnati, Ohio, recently. The loss was about \$35,000. One fireman was injured by a fall and five others were caught under a pile of burning bales of hay.



## NEW ILLINOIS INSPECTION RULES.

The Illinois Railroad and Warehouse Commission have adopted the following rules governing the inspection of grain. All rules conflicting are hereby annulled. These rules to take effect November 19th, 1909:

## WHITE WINTER WHEAT.

Rule No. 1.—No. 1 White Winter Wheat—Shall include all varieties of pure soft winter wheat, sound, plump, dry, sweet and clean, and weigh not less than 58 lbs. to the measured bushel.

No. 2 White Winter Wheat—Shall include all varieties of soft white winter wheat, dry, sound and clean, and shall not contain more than 8 per cent of soft red winter wheat, and weigh not less than 57 lbs. to the measured bushel.

No. 3 White Winter Wheat—Shall include all varieties of soft white winter wheat. It may contain 5 per cent of damaged grains other than skin-burnt and may contain 10 per cent of soft red winter wheat, and weigh not less than 53 lbs. to the measured bushel.

No. 4 White Winter Wheat—Shall include all varieties of soft white winter wheat not fit for a higher grade in consequence of being poor quality, damp, musty or dirty, and shall not contain more than 10 per cent of soft red winter wheat, and weigh not less than 50 lbs. to the measured bushel.

## RED WINTER WHEAT.

No. 1 Red Winter Wheat—Shall be pure soft red winter wheat of either or both light and dark colors, sound, sweet, plump and well cleaned, and weigh not less than 60 lbs. to the measured bushel.

No. 2 Red Winter Wheat—Shall be soft red winter wheat of either or both light and dark colors, sound, sweet and clean, shall not contain more than 5 per cent of white winter wheat, and weigh not less than 58 lbs. to the measured bushel.

No. 3 Red Winter Wheat—Shall be sound, soft red winter wheat of either or both light and dark colors not clean or plump enough for No. 2, shall not contain more than 8 per cent of white winter wheat, and weigh not less than 55 lbs. to the measured bushel.

No. 4 Red Winter Wheat—Shall be soft red winter wheat of either or both light and dark colors, shall contain not more than 8 per cent of white winter wheat. It may be damp, musty or dirty, but must be cool, and weigh not less than 50 lbs. to the measured bushel.

## HARD WINTER WHEAT.

No. 1 Hard Winter Wheat—Shall include all varieties of pure, hard winter wheat, sound, plump, dry, sweet and well cleaned, and weigh not less than 61 lbs. to the measured bushel.

No. 2 Hard Winter Wheat—Shall include all varieties of hard winter wheat of either or both light and dark colors, dry, sound, sweet and clean, and may contain not more than 25 per cent of soft red winter wheat, and weigh not less than 59 lbs. to the measured bushel.

No. 3 Hard Winter Wheat—Shall include all varieties of hard winter wheat of either or both light and dark colors, not clean or plump enough for No. 2, and may contain not more than 25 per cent of soft red winter wheat, and weigh not less than 56 lbs. to the measured bushel.

No. 4 Hard Winter Wheat—Shall include all varieties of hard winter wheat of either or both light and dark colors. It may be damp, musty or dirty, and may contain not more than 25 per cent of soft red winter wheat, and weigh not less than 50 lbs. to the measured bushel.

## SPRING WHEAT.

Rule No. 2.—No. 1 Hard Spring Wheat—Shall be sound, bright, sweet, clean, and consist of over 50 per cent of the hard Scotch Fife, and weigh not less than 58 lbs. to the measured bushel.

No. 1 Northern Spring Wheat—Must be Northern-grown spring wheat, sound, clean, and of good milling quality, and must contain not less than 50 per cent of the hard varieties of spring wheat, and weigh not less than 57½ lbs. to the measured bushel.

No. 2 Northern Spring Wheat—Shall be Northern-grown spring wheat, not clean or sound enough for No. 1, and must contain not less than 50 per cent of the hard varieties of spring wheat, and weigh not less than 56 lbs. to the measured bushel.

No. 3 Northern Spring Wheat—Shall be composed of inferior shrunken Northern-grown spring wheat, and must contain not less than 50 per cent of the hard varieties of spring wheat, and weigh not less than 54 lbs. to the measured bushel.

No. 4 Northern Spring Wheat—Shall include all inferior Northern-grown spring wheat that is badly shrunken or damaged, and must contain not less than 50 per cent of the hard varieties of spring wheat, and weigh not less than 49 lbs. to the measured bushel.

No. 1 Spring Wheat—Shall be sound, plump and well cleaned, and weigh not less than 59 lbs. to the measured bushel.

No. 2 Spring Wheat—Shall be sound, clean, of a

good milling quality, and weigh not less than 57½ lbs. to the measured bushel.

No. 3 Spring Wheat—Shall include all inferior, shrunken or dirty spring wheat, and weigh not less than 53 lbs. to the measured bushel.

No. 4 Spring Wheat—Shall include all spring wheat damp, musty, grown, badly bleached, or from any cause which renders it unfit for No. 3, and weigh not less than 49 lbs. to the measured bushel.

## WHITE SPRING WHEAT.

The grades of Nos. 1, 2, 3 and 4 White Spring Wheat shall correspond with the grades of Nos. 1, 2, 3 and 4, Spring Wheat, except that they shall be of the white variety.

## DURUM WHEAT.

No. 1 Durum Wheat—Shall be bright, sound, dry, well cleaned and be composed of durum, commonly known as macaroni wheat, and weigh not less than 60 lbs. to the measured bushel.

No. 2 Durum Wheat—Shall be dry, clean and of good milling quality. It shall include all durum wheat that for any reason is not suitable for No. 1 durum, and weigh not less than 58 lbs. to the measured bushel.

No. 3 Durum Wheat—Shall include all durum wheat bleached, shrunken, or for any cause unfit for No. 2, and weigh not less than 55 lbs. to the measured bushel.

No. 4 Durum Wheat—Shall include all durum wheat that is badly bleached or for any cause unfit for No. 3, and weigh not less than 50 lbs. to the measured bushel.

## VELVET CHAFF WHEAT.

No. 1 Velvet Chaff Wheat—Shall be bright, sound, and well cleaned, and weigh not less than 61 lbs. to the measured bushel.

No. 2 Velvet Chaff Wheat—Shall be sound, dry, reasonably clean, may be slightly bleached or shrunken, but not good enough for No. 1, and weigh not less than 59 lbs. to the measured bushel.

No. 3 Velvet Chaff Wheat—Shall include all wheat that is bleached, smutty, or for any other cause unfit for No. 2, and weigh not less than 55 lbs. to the measured bushel.

No. 4 Velvet Chaff Wheat—Shall include all wheat that is very smutty, badly bleached and grown, or for any other cause unfit for No. 3, and weigh not less than 50 lbs. to the measured bushel.

## PACIFIC COAST WHEAT.

Rule No. 3.—No. 1 Pacific Coast Red Wheat—Shall be dry, sound, clean and free from smut, and weigh not less than 59 lbs. to the measured bushel.

No. 2 Pacific Coast Red Wheat—Shall be dry, sound, clean and may be slightly tainted with smut and alkali, and weigh not less than 58 lbs. to the measured bushel.

No. 3 Pacific Coast Red Wheat—Shall include all other Pacific Coast red wheat. It may be smutty or musty, or from any other reason unfit for milling purposes, and weigh not less than 54 lbs. to the measured bushel.

Note—Pacific Coast White Wheat shall be graded according to the rules for Pacific Coast Red Wheat. In case of a mixture of Pacific Coast wheat with our home-grown wheat, red or white, such mixture shall be graded "Pacific Coast Mixed Wheat."

Note—The grades of Pacific Coast White and Pacific Coast Red Wheat are to include all such wheat that is grown in the extreme Northwest and on the Pacific slope from either Spring or Winter seeding.

## MIXED WHEAT.

Rule No. 4.—Mixed Wheat—In case of an appreciable mixture of hard and soft wheat, red and white wheat (except as provided in the rule of hard winter, red winter, white winter and northern spring wheat), durum and spring wheat, any of them with each other, it shall be graded according to the quality thereof, and the kind of wheat predominating, shall be classed as Nos. 1, 2, 3 and 4 mixed wheat, and the inspector shall make notation describing its character.

## CORN.

Rule No. 5.—CORN.—The following maximum limits shall govern all inspection and grading of corn:

Grade.	Percentage.		
	cob—rotten.		
	Exclusive of		
	Percentage of moisture.	bin burnt or mahogany corn.	Percentage dirt and broken grains.
1	15	1	1
2	16	5	2
3	19	10	4
4	22	See No. 4 corn rule, all colors.	

## WHITE CORN.

No. 1 White Corn—Shall be 99 per cent white, sweet, and well matured.

No. 2 White Corn—Shall be 98 per cent white and sweet.

No. 3 White Corn—Shall be 98 per cent white and sweet.

# The Ellis Drier Co.

Our machines for terminal points are unexcelled for their design and efficiency. We will gladly furnish estimates and drawings. Capacities up to 100,000 bushels in 24 hours.

We make a specialty of driers and conditioners for the small elevator.

The machines embody the well known Ellis Patents.

They are compact and may be placed in the elevator requiring very little floor space.

They use nothing but Cold Air and therefore do not affect the insurance rate.

They are absolutely the fastest working machines on the market.

The cost is low and well within the reach of every small elevator or mill in the country.

## Postal Telegraph Bldg.

Chicago



No. 4 White Corn—Shall be 98 per cent white; but shall include damp, damaged or musty corn.

#### YELLOW CORN.

No. 1 Yellow Corn—Shall be 99 per cent yellow, sweet and well matured.

No. 2 Yellow Corn—Shall be 95 per cent yellow and sweet.

No. 3 Yellow Corn—Shall be 95 per cent yellow and sweet.

No. 4 Yellow Corn—Shall be 95 per cent yellow; but shall include damp, damaged or musty corn.

#### MIXED CORN.

No. 1 Mixed Corn—Shall be corn of various colors, sweet, and well matured.

No. 2 Mixed Corn—Shall be corn of various colors and sweet.

No. 3 Mixed Corn—Shall be corn of various colors and sweet.

No. 4 Mixed Corn—Shall be corn of various colors; but shall include damp, damaged or musty corn.

#### KAFFIR CORN.

Rule No. 6.—No. 1 White Kaffir Corn—Shall be pure white, of choice quality, sound, dry and well cleaned.

No. 2 White Kaffir Corn—Shall be seven-eighths white, sound, dry and well cleaned.

No. 3 White Kaffir Corn—Shall be seven-eighths white, not dry, clean or sound enough for No. 2.

No. 4 White Kaffir Corn—Shall be seven-eighths white, badly damaged, damp, musty or very dirty.

No. 1 Red Kaffir Corn—Shall be pure red, of choice quality, sound, dry and well cleaned.

No. 2 Red Kaffir Corn—Shall be seven-eighths red, sound, dry and clean.

No. 3 Red Kaffir Corn—Shall be seven-eighths red, not dry, clean or sound enough for No. 2.

No. 4 Red Kaffir Corn—Shall be seven-eighths red, badly damaged, damp, musty or very dirty.

No. 1 Kaffir Corn—Shall be mixed kaffir corn of choice quality, sound, dry and well cleaned.

No. 2 Kaffir Corn—Shall be mixed kaffir corn, sound, dry and clean.

No. 3 Kaffir Corn—Shall be mixed kaffir corn, not dry, clean or sound enough for No. 2.

No. 4 Kaffir Corn—Shall include all mixed kaffir corn, badly damaged, damp, musty or very dirty.

#### MILO-MAIZE.

Rule No. 7.—No. 1 Milo-Maize—Shall be mixed milo-maize of choice quality, sound, dry and well cleaned.

No. 2 Milo-Maize—Shall be mixed milo-maize, sound, dry and clean.

No. 3 Milo-Maize—Shall be mixed milo-maize, not dry, clean or sound enough for No. 2.

No. 4 Milo-Maize—Shall include all mixed milo-maize, badly damaged, damp, musty or very dirty.

#### OATS.

Rule No. 8.—OATS.—Shall be white, dry, sweet, sound, bright, clean, free from other grain, and weigh not less than 32 lbs. to the measured bushel.

No. 2 White Oats—Shall be 95 per cent white, dry, sweet, shall contain not more than 1 per cent of dirt and 1 per cent of other grain, and weigh not less than 29 lbs. to the measured bushel.

Standard White Oats—Shall be 92 per cent white, dry, sweet, shall not contain more than 2 per cent of dirt and 2 per cent of other grain, and weigh not less than 28 lbs. to the measured bushel.

No. 3 White Oats—Shall be sweet, 90 per cent white, shall not contain more than 3 per cent of dirt and 5 per cent of other grain, and weigh not less than 24 lbs. to the measured bushel.

No. 4 White Oats—Shall be 90 per cent white, may be damp, damaged, musty or very dirty.

Note—Yellow oats shall not be graded higher than No. 3 white oats.

#### MIXED OATS.

No. 1 Mixed Oats—Shall be oats of various colors, dry, sweet, sound, bright, clean, free from other grains, and weigh not less than 32 lbs. to the measured bushel.

No. 2 Mixed Oats—Shall be oats of various colors, dry, sweet, shall not contain more than 2 per cent of dirt and 2 per cent of other grain, and weigh not less than 28 lbs. to the measured bushel.

No. 3 Mixed Oats—Shall be sweet oats of various colors, shall not contain more than 3 per cent of dirt and 5 per cent of other grain, and weigh not less than 24 lbs. to the measured bushel.

No. 4 Mixed Oats—Shall be oats of various colors, damp, damaged, musty or very dirty.

#### RED, OR RUST PROOF OATS.

No. 1 Red Oats or Rust Proof—Shall be pure red, sound, bright, sweet, clean and free from other grain, and weigh not less than 32 lbs. to the measured bushel.

No. 2 Red Oats or Rust Proof—Shall be seven-eighths red, sweet, dry, and shall not contain more than 2 per cent of dirt or foreign matter, and weigh not less than 30 lbs. to the measured bushel.

No. 3 Red Oats or Rust Proof—Shall be sweet, seven-eighths red, shall not contain more than 5

per cent of dirt or foreign matter and weigh not less than 24 lbs. to the measured bushel.

No. 4 Red Oats or Rust Proof—Shall be seven-eighths red, may be damp, musty or very dirty.

#### WHITE CLIPPED OATS.

No. 1 White Clipped Oats—Shall be white, clean, dry, sweet, sound, bright, free from other grain, and weigh not less than 35 lbs. to the measured bushel.

No. 2 White Clipped Oats—Shall be 95 per cent white, dry, sweet, shall not contain more than 2 per cent of dirt or foreign matters, and weigh not less than 32 lbs. to the measured bushel.

No. 3 White Clipped Oats—Shall be sweet, 90 per cent white, shall not contain more than 5 per cent of dirt or foreign matter, and weigh not less than 30 lbs. to the measured bushel.

No. 4 White Clipped Oats—Shall be 90 per cent white, damp, damaged, musty or dirty, and weigh not less than 30 lbs. to the measured bushel.

#### MIXED CLIPPED OATS.

No. 1 Mixed Clipped Oats—Shall be oats of various colors, dry, sweet, sound, bright, clean, free from other grain, and weigh not less than 35 lbs. to the measured bushel.

No. 2 Mixed Clipped Oats—Shall be oats of various colors, dry, sweet, shall not contain more than 2 per cent of dirt or foreign matter, and weigh not less than 32 lbs. to the measured bushel.

No. 3 Mixed Clipped Oats—Shall be sweet oats of various colors, shall not contain more than 5 per cent of dirt or foreign matter, and weigh not less than 30 lbs. to the measured bushel.

No. 4 Mixed Clipped Oats—Shall be oats of various colors, damp, damaged, musty or dirty, and weigh not less than 30 lbs. to the measured bushel.

#### PURIFIED OATS.

Purified Oats—All oats that have been chemically treated or purified, shall be classed as purified oats, and inspectors shall give the test weight on each car or parcel.

Note—Inspectors are authorized when requested by shippers, to give weight per bushel instead of grade on Clipped White Oats and Clipped Mixed Oats.

#### RYE.

Rule No. 9.—RYE.—No. 1 Rye—Shall be dry, sound, plump, sweet and well cleaned, and weigh not less than 57 lbs. to the measured bushel.

No. 2 Rye—Shall be dry, sound, and contain not more than 1 per cent of other grain or foreign matter, and weigh not less than 55 lbs. to the measured bushel.

No. 3 Rye—Shall include inferior rye not unsound, but from any other cause not good enough for No. 2, and weigh not less than 53 lbs. to the measured bushel.

No. 4 Rye—May be damp, musty or dirty, and weigh not less than 50 lbs. to the measured bushel.

#### BARLEY.

Rule No. 10.—BARLEY.—No. 1 Barley—Shall be sound, plump, bright, clean and free from other grain, and not scoured nor clipped, shall weigh not less than 48 lbs. to the measured bushel.

No. 2 Barley—Shall be sound, of healthy color (bright or straw color), reasonably clean and reasonably free from other grain and seeds, and not scoured nor clipped; shall weigh not less than 46 lbs. to the measured bushel.

No. 3 Barley—Shall include slightly shrunken or otherwise lightly damaged barley, not good enough for No. 2, and not scoured nor clipped; shall weigh not less than 44 lbs. to the measured bushel.

No. 4 Barley—Shall include barley fit for malting purposes, not good enough for No. 3.

#### FEED BARLEY.

No. 1 Feed Barley—Shall test not less than 40 lbs. to the measured bushel, shall be cool and reasonably free from other grain and seeds, and not good enough for No. 4, and may include barley with a strong ground smell, or a slightly musty or bin smell.

#### REJECTED BARLEY.

Rejected Barley—Shall include all barley testing under 40 lbs. to the measured bushel, or barley which is badly musty or badly damaged and not good enough to grade "feed" barley.

#### BAY BREWING BARLEY.

Bay Brewing Barley—The grades of Nos. 1, 2 and 3 Bay Brewing Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 barley, except that they shall be of the Bay Brewing variety, grown in the far West and on the Pacific Coast.

#### CHEVALIER BARLEY.

Chevalier Barley—The grades of Nos. 1, 2 and 3 Chevalier Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 barley, except that they shall be of the Chevalier variety grown in the far West and on the Pacific coast.

#### BAY BREWING MIXED BARLEY.

Bay Brewing Mixed Barley—In case of admixture of Bay Brewing barley with barley of other varieties it shall be graded according to the quality thereof and classed as 1-2-3 Bay Brewing Mixed Barley.

#### CHEVALIER MIXED BARLEY.

Chevalier Mixed Barley—In case of admixture of Chevalier barley with barley of other varieties, it shall be graded according to the quality thereof and classed as 1-2-3 Chevalier Mixed Barley.

#### WINTER BARLEY.

No. 1 Winter Barley—Shall be plump, bright, sound and clean, free from other grain, and weigh not less than 48 lbs. to the measured bushel.

No. 2 Winter Barley—Shall be sound, plump, may be stained, shall contain not more than 3 per cent of foreign matter, and weigh not less than 46 lbs. to the measured bushel.

No. 3 Winter Barley—Shall include all shrunken, stained and dirty barley, shall contain not more than 5 per cent of foreign matter, and weigh not less than 44 lbs. to the measured bushel.

No. 4 Winter Barley—Shall include all barley not fit for a higher grade in consequence of being poor quality, damp, musty or dirty; shall contain not more than 10 per cent of foreign matter, and weigh not less than 40 lbs. in the measured bushel.

Note—All barley that has been chemically treated or purified shall be classed as purified barley.

#### GENERAL RULES, SAMPLE GRADES, FEES, ETC.

Rule No. 11.—All wheat, barley, oats, rye and corn that is in a heated condition, souring, or too damp to be safe for warehouses, or that is badly bin-burnt, fire burnt, fire smoked, or badly damaged, mixed with garlic, onions, or containing live weevil, exceedingly dirty, or where different kinds of grain are badly mixed with one another, shall be classed as Sample Grade, and the inspector shall make notations as to quality and condition.

#### FEES FOR INSPECTION.

Rule No. 12.—The Chief Inspector of Grain is hereby authorized to collect on all grain inspected under his direction as follows:

For In-Inspection: 50 cents per car load; 10 cents per wagon or cart load; 50 cents per 1,000 bushels from boats; one-quarter of a cent per bushel from bags.

For Out-Inspection: 50 cents per 1,000 bushels, and 10 cents per wagon load to teams.

Note—The inspection department shall in no case make a grade of grain above that of the poorest quality found in any lot of grain inspected when it has evidently been plugged for the purpose of deception, or otherwise improperly loaded.

Note—Wheat which has been subjected to scouring, or clipping, or any process equivalent thereto, shall not be graded higher than No. 3.

Note—The department will in addition to the grading of Spring Wheat give dockage and grade if cleaned.

Note—The word "NEW" shall be inserted in each certificate of inspection of newly harvested crop of oats until the fifteenth day of August; of rye, until the first day of September; of wheat, until the first day of November, and of barley, until the first day of November of each year.

This change shall be construed as establishing new grades for the times specified, to conform to the existing grades of grain in all particulars (except the distinctions hereby established between the new and the old crop), and shall apply to grain inspected from store for two months after the time respectively above specified.

Note—All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their records. The weight alone shall not determine the grade.

Note—All inspectors must ascertain the weight per measured bushel of each lot of wheat inspected by them and report the same in their records.

"Alaska" wheat, originated in Idaho, has proven a failure by Idaho farmers, who have demonstrated that the remarkable yield claimed is not borne out by tests. To test the yield and compare it with other varieties, a farmer near Juanita, Idaho, planted an acre each in five varieties, including "Alaska." This latter wheat, grown under favorable conditions, yielded 27½ bushels an acre. Red Cliff, an inferior wheat, yielded 32 bushels an acre. Blustem yielded exactly the same as "Alaska," these two cereals showing the lowest average of five varieties.

The corporation commission today issued an order requiring the Rock Island railroad to move its depot at Texhoma in Texas county 1,200 feet on the state line, half of the depot to be located in Texas and half in Oklahoma. The Commission says this order will be the means of saving the grain dealers of Oklahoma a lot of money on shipments from Western Oklahoma to Texas points. A shipper can bill shipments of grain to Texhoma under the Oklahoma rate and then rebill them to Texas points to prevent the company from collecting an interstate rate.



## Grain and Seeds

### NEW WHEAT AND OATS WANTED.

New wheat and oats of every description wanted. Mail samples and name price delivered at Philadelphia. Address

L. F. MILLER & SONS, Philadelphia, Pa.

### CLOVER SEED WANTED.

We want clover seed, any quality or condition. Buck horn lots a specialty. Send fair average samples with bottom prices or ask for bids.

C. C. NORTON'S SONS, Greenfield, Ohio.

### FLOUR AND MILL FEEDS.

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products.

ANSTED & BURK CO., Springfield, Ohio.

### KAFFIR CORN.

We are situated in the largest Kaffir producing section in the world. Being the largest shippers direct from the field, we are always in a position to fill orders promptly, and furnish first class stock. The quality is above the average this season. Delivered, quotations, and samples furnished on application. Correspondence solicited.

J. C. HAINES & CO., Augusta, Kansas.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### ELEVATORS AND MILLS

#### FOR SALE OR EXCHANGE.

Ohio, Indiana and Michigan elevators. Have several choice propositions. Let us know your wants. Address

TRI-STATE ELEVATOR CO., Hicksville, Ohio.

#### FOR SALE.

A 12-horsepower St. Marys Gas and Gasoline Engine, practically new. Complete with standard equipment. Bargain price. Address

JASPERSON SUPPLY CO., St. Marys, Ohio.

#### FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 hushels annually. Good locations. Prices very reasonable. Address.

JAMES M. MAGUIRE, Campus, Ill.

#### FOR SALE.

At Thomas, S. D., on the South Dakota Central Railway, modern, up-to-date elevator, erected during the fall of 1908; size, 28x30 feet; 40-foot cribbing; capacity, 25,000 bushels; also flour shed 28x9 feet; coal shed 16x60 feet, five bins; together with the lots on which the buildings stand. Address

C. E. McKINNEY, Trustee, Sioux Falls, S. D.

### OKLAHOMA GRAIN ELEVATORS.

Exceptional bargains in Oklahoma grain elevators located at Rocky, Cordell, Bessie, Thomas, Longdale, Bridgeport, Alva, Euclid, Lahoma, Waukomis, Billings, Stillwater, Mehan, Glencoe, Salt Creek, Foraker, Tullahassee, Boynton. Fine openings for good business this fall. Be quick and get in touch with

WEATHERWAX & CO., 9 East Dewey St., Sapulpa, Okla.

#### FOR SALE.

For sale, a 200-hbl. roller flouring mill complete with elevator in best of spring wheat section. Steam power, electric lights, etc., and everything first class. Price \$12,000, one-half cash, balance easy terms.

TINSLAR LAND CO., Drayton, N. D.

#### FOR SALE.

Small line of elevators, doing a good business, in the best part of southern Minnesota where crop prospects never looked better at this time of year. Reason for selling, too much other business to attend to. Address

LOCK BOX 99, Henderson, Minn.

#### FOR SALE.

Small mill, fully equipped and running. Stock of grain, farm implements, phosphates, gasoline, oils, etc. Everything new and in good condition. Located in flourishing southern Vermont town on main street and railroad. No competition within six miles. Send for complete description. A real opportunity at small price. Owner has other interests. Address

LOCK BOX 218, Readsboro, Vt.

#### FOR SALE.

Fifteen thousand (15,000) bushel elevator, new last year. All complete with cleaner, Fairbanks Automatic Scale, and Foos Gasoline Engine. Office and scales separate from elevator. In a small growing town in one of the best cane districts of Kansas, also good wheat and corn belt. It more than paid for itself last year. Located on the A. T. & S. F. Priced low if taken soon. Poor health reason for selling. Address

BOX 22, Oak Hill, Kan.

#### FOR SALE.

I will sell my modern, galvanized-iron-covered elevator, feed and meal mill and warehouse at Claude, county seat Armstrong County, Panhandle, Texas. Only one in county; on private switch Ft. Worth & Denver R. R.; the best grain section. Lot is 250x250 feet, three squares from court house. This is a money maker, with great, growing business. Will accept part cash and part good real estate or merchandise. Address, at once,

J. M. HARTEY, Wabash, Ind.

#### FOR SALE.

Four elevators for sale: White Rock, S. D.; price \$7,000; receipts last year 125,000 hushels; good station, no fight on the market; we made last year at this station \$3,500, and crop prospects for this year are big; capacity 25,000 bushels; have best buyer at White Rock and would want to have him go with the house. Clinton, Minn., 35,000-hushel house; price \$6,000; splendid crop prospects; have the best buyer in that vicinity; will guarantee good profits. Montevideo, Minn., 35,000-bushel elevator; price \$6,000; on the main street; best location in town of only four elevators; immense territory to draw from, and there will be a big and profitable business done at this elevator this year. Granite Falls, Minn., 15,000 bushels' capacity; price \$2,500; has the best buyer in town and gets most of the wheat. We have the above elevators for sale; locations are excellent. We are selling out because we burned out at Montevideo. Address

MONTEVIDEO ROLLER MILL CO., Red Wing, Minn.

### MACHINERY

#### ENGINES FOR SALE.

Gasoline engines for sale; 5, 7, 10, 20, 30 and 45 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

#### FOR SALE.

One No. 2 Coruwall Corn Cleaner, good condition excepting sieves; one size 2 Barnard's Dustless Receiving Wheat Separator, first class condition; one No. 2½ Western Rolling Screen Corn Cleaner, and one No. 3 Hercules Corn Scourer in good condition. Bargain if taken quick; need the room.

BOSSEMEYER BROS., Superior, Nebr.

#### FOR SALE.

A 10-horsepower Fairbanks-Morse Gasoline Engine, used only three days; also one (same make) 7½ k. w. generator complete. A bargain. Address E. W. WHITE, 405 Sycamore St., Cincinnati, O.

#### FOR SALE.

Two hoilers, 72 x 18; head, ½-inch steel; shell, ¾-inch; flues, 4-inch; 88 pounds pressure; made by Murray Iron Works Co. Apply

ROSENBAUM BROTHERS, 77 Board of Trade, Chicago.

#### FOR SALE.

Three No. 2 Barnard & Leas Plansifters. Have been used six years, but are in good condition. Will have to be reclothed. Will make low price. Address

OKLAHOMA CITY MILL & ELEVATOR CO., Oklahoma City, Okla.

#### FOR SALE.

One new Improved Dustless Eureka Elevator Separator; built by S. Howes Company; largest size made; good as new. Address

CLEANER, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

### SCALES

#### SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

## Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

#### WANTED.

An addressograph machine for addressing envelopes and postal cards. Inquire of

H. W. KRESS, Piqua, Ohio.

### HELP WANTED

#### WANTED.

Head miller to take charge of 100-barrel mill. One who would take \$3,000 to \$5,000 stock in a first-class mill and elevator. Address.

HARTLEY MILL & ELEVATOR CO., Partley, Texas.

### POSITIONS WANTED

#### WANTED.

Position in elevator anywhere throughout the corn belt. Am thirty-six years old, ten years' experience at one place. Understand elevator business thoroughly. Can do anything from managing to working in the elevator. Address

JOHN McLAUGHLIN, Box 76, Verona, Ill.

### ELEVATORS WANTED

#### WANTED.

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

## HISTORY OF MAY CORN

My "History of May Corn" Circular B gives exhaustive data, covering the fall marketing season and the question of the ultimate value level.

E. W. WAGNER

98-99-100 Board of Trade CHICAGO



# GRAIN RECEIVERS

## PEORIA

ESTABLISHED 1875.

**P. B. & C. C. MILES**
**Grain Commission Merchants**  
**BUYERS AND SHIPPERS**

36-37 Chamber of Commerce, PEORIA, ILL.

## NEW YORK CITY

**L. A. MOREY CO.**

 SUCCESSORS TO  
 Jones and Morey Co  
**GRAIN**

 Brokerage and Commission.  
 C1 and 2 Produce Exchange NEW YORK  
 CONSIGNMENTS SOLICITED  
 MEMBERS { Chicago Board of Trade  
 New York Produce Exchange  
 National Grain Dealers' Association

## ST. LOUIS

**Daniel P. Byrne & Co.**

General Commission Merchants

SUCCESSORS TO

**Redmond Cleary Com. Co.**

Established 1854

Incorporated 1887

**Grain, Hay, Mill Feed and Seeds**  
 Chamber of Commerce St. Louis, Missouri.

A. G. TYNG, Jr.

D. D. HALL

**TYNG, HALL & CO.**
**Grain and Commission Merchants**

 Rooms 33 and 35 Chamber of Commerce  
 PEORIA, ILLINOIS

**FORBELL & KIPP**

Commission Merchants

342 Produce Exchange NEW YORK

 Try us with consignments of oats and corn.  
 We are Specialists in these grains and  
 are strictly Commission Merchants.

**Slack-Fuller Grain Co.**

RECEIVERS AND SHIPPERS OF

**GRAIN**

CONSIGNMENTS SOLICITED

208 Merchants' Exchange ST. LOUIS, MO.

## DETROIT

A. S. DUMONT

R. C. ROBERTS

R. L. HUGHES

**Dumont, Roberts & Co.**

RECEIVERS GRAIN SHIPPERS

Chamber of Commerce  
DETROIT, MICH.Merchants Exchange  
DECATUR, ILL.

Consignments Solicited. Ask for our bids and quotations.

**CAUGHEY & CARRAN**

DETROIT, MICH.

**Grain and Seed Merchants and Commission**

OUR SPECIALTY: OATS AND CLOVER SEED

We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal advances.

 OFFICES: 620 to 624 Chamber of Commerce  
 ELEVATOR and SEED HOUSE: Cor. 14th and Baker Sts.

## ROOFING AND SIDING

**SYKES STEEL ROOFING CO.**

114 W. 19th Place, Chicago

MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

**Corrugated Iron and Metal Roofing**  
**For Grain Elevators**

 And take contracts either for material alone or job completed  
 Write us for prices. We can save you money.

**Cushing & Brandt**

Commission Merchants &amp; Grain Brokers

Liberal Advances on Consignments

424 Produce Exchange New York

MEMBERS

 New York Produce Exchange Chicago Board of Trade  
 Buffalo Chamber of Commerce Buffalo Corn Exchange  
 Grain Dealers' National Association

**BROOKLYN HAY & GRAIN CO.**

HAY, STRAW AND GRAIN

COMMISSION MERCHANTS

ON ALL MARKETS IN NEW YORK HARBOR

Office: Borough of Brooklyn, New York

## MILWAUKEE

O. MOHR, Mgr.

G. C. HOLSTEIN, Sec'y-Treas.

**Mohr-Holstein Commission Co.**

29 Chamber of Commerce

MILWAUKEE

Sample Grain a Specialty

BRANCH OFFICES AT CHICAGO AND MINNEAPOLIS

 B. G. Ellsworth, President H. H. Peterson, Vice-President  
 E. H. Hiemke, Secretary

**L. Bartlett & Son Co.**

GRAIN

COMMISSION MERCHANTS

 Room 23 Chamber of Commerce Building  
 MILWAUKEE, WIS.

OUR SPECIALTIES:

**Malting Barley**
**Milling and Distilling Rye**

FAGG &amp; TAYLOR, Shippers

MILWAUKEE, WIS.

Ship your Grain, Hay and Seeds to

**John Mullally Com. Co.**

St. Louis, Mo.

 Best of attention paid at all times to all consignments.  
 Members St. Louis Merchants' Exchange and Chicago Board of Trade.

**PICKER & BEARDSLEY COM. CO.**

St. Louis, Mo.

**GRAIN, HAY and GRASS SEEDS**

We protect your interest on grades and weights and make prompt returns. Try us for RESULTS when you ship to St. Louis. Established 1876.

Thos. Cochrane, Lincoln, Neb.

M. W. Cochrane, St. Louis.

**Cochrane Grain Co.**

Receivers and Shippers of

**GRAIN AND HAY AND SEEDS**

305 and 306 Chamber of Commerce, ST. LOUIS

MARSHALL HALL, Pres.

J. B. BETHUNE, Secy.-Treas.

**W. L. Green Commission Co.**
**GRAIN**

 Members { Merchants Exchange of St. Louis,  
 Chicago Board of Trade.

203 Merchants Exchange, ST. LOUIS, MO.

## PITTSBURG

**D. G. Stewart & Geidel**

GRAIN, HAY AND FEED

RYE A SPECIALTY

Office 1019 Liberty St. Pittsburg, Pa.

Proprietors Iron City Grain Elevator.

Capacity 300,000 bu.

## CINCINNATI

**THE GALE BROS. CO.**

Grain Merchants

 Largest and best handlers of off grades in the  
 central western states. An expert grain man  
 at the head of each grain department. Submit  
 samples.

CINCINNATI,

OHIO

## DECATUR



OUR BIDS ARE GOOD ONES

**SAVE TIME,  
 LABOR, FUEL**

 and avoid exposure to the  
 weather, by installing a  
**Schmitz Scale Ticket Passer**

 By its use the ticket is passed  
 from the office to teamster with  
 one movement of the hand.

Write for full particulars to

J. A. SCHMITZ

 2811 North Hermitage Avenue  
 CHICAGO



# GRAIN RECEIVERS

## TOLEDO

Grain, Seed and Provision markets are on an Aeroplane basis. Fly with us. Keep posted. Read our specials. Our Boy Solomon will lead you into temptation. Send C. A. King & Co., Toledo, O., your Chicago and Toledo future orders and Toledo cash business. Be friendly. Write occasionally.

### Active Markets

of late give splendid opportunities for trading in futures of grain and seed. For good service send your orders to Southworth & Co., Toledo, Ohio

### JOHN WICKENHISER & CO, Buyers and Shippers of Grain

We buy F. O. B. your station for direct shipment to interior points.  
*Personal attention to consignments.*  
**TOLEDO, OHIO**

Frederick W. Rundell James E. Rundell  
ESTABLISHED 1877  
**W. A. RUNDELL & CO.**  
**Grain and Seeds**  
CASH AND FUTURES  
Consignments Solicited Ask for our Daily Grain Bids  
Room No. 33 Produce Exchange, TOLEDO, O.

FRED O. PADDOCK, Pres. JESSE W. YOUNG, V.-Pres.  
ORMOND H. PADDOCK, Secy. & Treas.  
**The Paddock-Hodge Co.**  
**GRAIN**  
**TOLEDO, OHIO**  
Cash and Futures—Wire, Write or Phone and we will give you our best services.

ESTABLISHED 1868  
**SEEDS**  
We will buy or sell Red and Alsike Clover, also Timothy Seed. Try us.  
**S. W. FLOWER & CO., - Toledo, Ohio**

FRED MAYER FRED JAEGER  
ESTABLISHED 1879.  
**J. F. ZAHM**  
**& COMPANY**  
**TOLEDO—OHIO**  
Specialists on handling consignments of grain and seeds and filling orders for futures.  
Pay Drafts promptly on all consignments.  
Our Daily Red Letter will be sent for the asking.

## BALTIMORE

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FERDINAND A. MEYER, Treas.  
THOMAS C. CRAFT, JR., Ass't Treas.  
**LOUIS MÜLLER CO.**  
Grain Receivers and Exporters  
BALTIMORE, MD.  
Members of the Baltimore Chamber of Commerce, Chicago Board of Trade, St. Louis Merchants' Exchange, Grain Dealers' National Association, Indiana Grain Dealers' Association.

**CHAS. ENGLAND & CO.**  
RECEIVERS OF  
**GRAIN and HAY**  
308-310 Chamber of Commerce  
BALTIMORE, MD.


## CAIRO

**REDMAN, MAGEE & CO.**  
**GRAIN**  
DELTA ELEVATOR, Cairo, Ill.

## PHILADELPHIA

**L. F. MILLER & SONS,**  
Receivers and Shippers of  
**GRAIN, FEED, SEEDS, HAY, ETC.**  
OFFICE: 2931 N. BROAD ST., PHILADELPHIA, PA.  
CONSIGNMENTS SOLICITED. Special attention given to the handling of CORN AND OATS.  
REFERENCES: { Manufacturers' National Bank, Philadelphia, Pa.  
Union National Bank, Westminster, Md.

## MINNEAPOLIS

 **F. H. PEAVEY & CO.**  
MINNEAPOLIS,  
GRAIN RECEIVERS MINN.  
Consignments Solicited.  
**MILLING WHEAT A SPECIALITY**

## BUFFALO

W. W. ALDER T. J. STOFER  
**ALDER & STOFER**  
**GRAIN COMMISSION MERCHANTS**  
CONSIGNMENTS A SPECIALTY  
83 Chamber of Commerce, BUFFALO, N. Y.

**Electric Elevator and Milling Co.**  
Chamber of Commerce, Buffalo, N. Y.  
Elevator Capacity 2,000,000 bu.  
Has facilities for cleaning, separating, clipping and sacking grain. Receives and stores all rail and lake grain.  
We Solicit Consignments

L. S. CHURCHILL, President  
G. W. BARTLETT, Treasurer  
**The Churchill Grain & Seed Co.**  
Commission Orders Executed. Grain and Seed Bought and Sold  
Offices: Buffalo, N. Y. Members  
Toledo, Ohio New York Produce Exchange  
Seed Warehouse: Toledo Produce Exchange  
Located at Toledo, Ohio Buffalo Corn Exchange

W. E. TOWNSEND A. T. WARD  
**TOWNSEND-WARD CO.**  
**GRAIN COMMISSION**  
Buffalo, - - - New York  
We solicit your consignments for Buffalo market

## W. G. HEATHFIELD Grain Commission

**CHAMBER OF COMMERCE**  
**BUFFALO, N. Y.**

MEMBER OF THE CORN EXCHANGE  
**I DO A STRICTLY COMMISSION BUSINESS**





# GRAIN RECEIVERS

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**E. W. BAILEY & CO.**  
Commission Merchants  
GRAIN, SEEDS AND PROVISIONS  
72 Board of Trade CHICAGO



**POPE & ECKHARDT CO.**

Commission Merchants

**Grain and Seeds**

317-321 Western Union Building

CHICAGO

**J. ROSENBAUM GRAIN CO.**

(INCORPORATED)

GRAIN MERCHANTS

CHICAGO



**RUMSEY & COMPANY**  
COMMISSION MERCHANTS

Consignments a Specialty for Forty Years

Branch Offices  
PEORIA  
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I. P. RUMSEY  
FRANK M. BUNCH  
HENRY A. RUMSEY

## CHICAGO

GEO. S. DOLE, Pres. H. N. SAGER, Sec.  
**J. H. DOLE & CO.**  
(Established 1852)  
Commission Merchants, Grain and Seeds  
We solicit your  
**CONSIGNMENTS**  
and orders in futures  
226 La Salle Street, CHICAGO

PHILIP H. SCHIFFLIN, Pres. EUGENE SCHIFFLIN, Secy.-Treas.  
**PHILIP H. SCHIFFLIN & CO.**  
INCORPORATED

**Commission Merchants**

515-518 Postal Telegraph Bldg.  
CHICAGO, ILLINOIS

Consignments of all kinds of Grain and Field  
Seeds a specialty

**Lamson Bros. & Co.**

ESTABLISHED 1874

Commission Merchants

...AND...

Track Buyers of Grain

6 Board of Trade

CHICAGO

BRANCH OFFICES IN IOWA

Des Moines  
Iowa City  
Parkersburg  
Sioux City  
Council Bluffs  
Ask for Bids

Ft. Dodge  
Storm Lake  
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Waterloo  
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Consignments Solicited

## CHICAGO

**C. H. THAYER & CO.**  
GRAIN, SEEDS, FUTURES  
Your Consignments and Future Orders Solicited  
Our untarnished record for more than a quarter of a  
century, backed up with over \$100,000.00 capital, certainly  
speaks for itself.  
2 and 4 Sherman St., CHICAGO  
Minneapolis Milwaukee St. Louis Kansas City

**T. E. WELLS & CO.**  
COMMISSION MERCHANTS  
1011-1017 ROYAL INSURANCE BUILDING, CHICAGO  
Strict attention given to consignments or orders  
Oats and Barley Specialties  
Liberal Advances Made  
W. M. TIMBERLAKE in charge Cash Grain Department

**Peavey Grain Company**

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RECEIVERS AND SHIPPERS  
COMMISSION  
GRAIN AND PROVISIONS

ORDERS EXECUTED IN ALL MARKETS

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Chicago Board of Trade, St. Louis Merchants' Exchange,  
Minneapolis Chamber of Commerce, Kansas City Board  
of Trade, Duluth Board of Trade, New York Produce  
Exchange.

Board of Trade Building, Chicago



J. H. WARE E. F. LELAND

Consign your grain and seeds and send your  
Board of Trade Orders to

**WARE & LELAND**

400-410 Postal Telegraph Bldg. :: CHICAGO  
Long Distance Phones : Harrison 4867 and 4868

GRAIN, PROVISIONS,  
STOCKS AND COTTON.

Write for our Daily Market Letter

Your Interests Are Our Interests

Special attention given to cash  
grain shipments



# GRAIN RECEIVERS

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(Incorporated)

COMMISSION MERCHANTS

82 Board of Trade Bldg., Chicago

GRAIN AND FIELD SEEDS

CONSIGNMENTS AND ORDERS FOR FUTURE DELIVERY SOLICITED. :: LIBERAL ADVANCES ON CONSIGNMENTS

## CHICAGO

For Intelligent, Prompt and Efficient Service

Consign to

### Rosenbaum Brothers

Commission Merchants

77 Board of Trade

Chicago

## KANSAS CITY

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L. A. FULLER, Sec'y

### THRESHER-FULLER GRAIN CO.

Grain Commission Merchants

CONSIGNMENTS SOLICITED

Grain Bought and Sold for Future Delivery

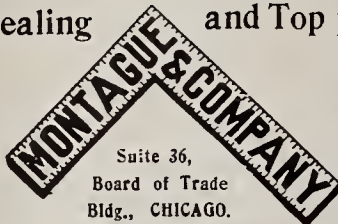
311-14 Board of Trade

KANSAS CITY, Mo.

Square Dealing

and Top prices.

If we have not handled your Chicago Business, try us.



Suite 36,  
Board of Trade  
Bldg., CHICAGO.

Grain Receiving and Commission Merchants.

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President

ERVIN A. RICE  
Vice-President

E. G. BROWN  
Secy-Treas.

### HOOPER GRAIN CO. OAT SHIPPERS

Postal Telegraph Bldg., Chicago

OPERATE ATLANTIC ELEVATOR AND GRAND TRUNK WESTERN ELEVATORS, CHICAGO

## Moore-Lawless Grain Co.

Conscientious Service on Consignments and Mill Orders.

Members Kansas City Board of Trade and St. Louis Merchants' Exchange

Kansas City, MISSOURI

## NO USE TRYING

to get better service than that afforded by

### CRIGHTON & CO.

402-403 Royal Insurance Bldg., CHICAGO

Send us your consignments and become one of our pleased patrons

### H. M. PAYNTER GRAIN COMMISSION

Special attention given consignments of grain and seeds

Orders in futures carefully executed

700-718 Royal Insurance Bldg., Chicago

All business transacted through and confirmed by H. W. Rogers & Bro.

## W. H. MERRITT & CO.

GRAIN BUYERS AND SHIPPERS

CORRESPONDENCE SOLICITED

87 Board of Trade

CHICAGO, ILL.

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C. J. HURLBUT, Sec'y and Treas.

### ROGERS GRAIN CO.

(Incorporated)

Buyers, Shippers and Exporters of

GRAIN

Elevator Proprietors on Illinois Central and other Railroad Systems

Main Office: 700-701 Royal Insurance Building

CHICAGO

## J. C. Shaffer & Co.

BUYERS AND SHIPPERS OF  
GRAIN

240 LaSalle St.

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## BOGERT, MALTBY & CO.

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Orders for futures delivery carefully executed.

Screenings and Mill Feed

306-308 Postal Telegraph Bldg.,

CHICAGO

## F. E. WINANS & CO.

GRAIN AND FIELD SEEDS

COMMISSION MERCHANTS

Barley, Oats, Wheat, Corn, Rye, Timothy, Clover, Flax, Hungarian Millet  
6 SHERMAN STREET, CHICAGO

Write us freely on all matters pertaining to grain and field seeds. Your questions fully and cheerfully answered; particular attention paid to timothy seed and grain by sample. Consignments and speculative orders receive our careful personal attention.

## Hulburd, Warren & Oandler

Stock Brokers and Commission Merchants, Grain and Provisions

Business solicited in any department  
Receiving, Shipping, Futures

202 LA SALLE ST.

CHICAGO

## ARMOUR GRAIN CO.

GRAIN DEALERS

CONSIGNMENTS SOLICITED. This department is fully equipped in every way to give the very best service in Chicago.

205 La Salle St.

CHICAGO

Good Prices

Prompt Returns

Very Best Attention

## AND W. A. FRASER CO.

"They're Running Mates"

MINNEAPOLIS

CHICAGO

MILWAUKEE

## CLEVELAND

## The Union Elevator Co.

BUYERS AND SHIPPERS

Wheat, Corn, Oats, Hay and Straw

Our Speciality: Recleaned Illinois Shelled Corn  
CLEVELAND, O.

## INDIANAPOLIS

GEO. L. STEBBINS

FRANK A. WITT

### STEBBINS-WITT GRAIN CO.

Grain Commission and Brokerage

715 Board of Trade,

INDIANAPOLIS, IND.

Consignments and Correspondence Invited.

## The Bassett Grain Co.

INDIANAPOLIS

Telephones 80

Board of Trade

## LANCASTER

## DO YOU REALIZE

That country trade always pays you best in every way?

We work a large country business. See the point?

JONAS F. EBY & SON, LANCASTER, PA.

## FREEMAN BROS. & CO.

Hay, Straw and Grain  
COMMISSION MERCHANTS

Correspondence and Consignments Solicited. . . Market Reports on Application.

66 Board of Trade  
CHICAGO, ILL.

Grain bought and sold for future delivery.

My customers do a profitable business because I handle their consignments profitably at this end. Try me on your Chicago cash or future business.

B. S. ARMSTRONG

Postal Telegraph Building

Chicago, Ill.



## A Fireproof Concrete Grain Elevator



**And Smoke Stack Built in 60 Days**

Waiting for the completion the mill building and power house

**Macdonald Engineering Co.**

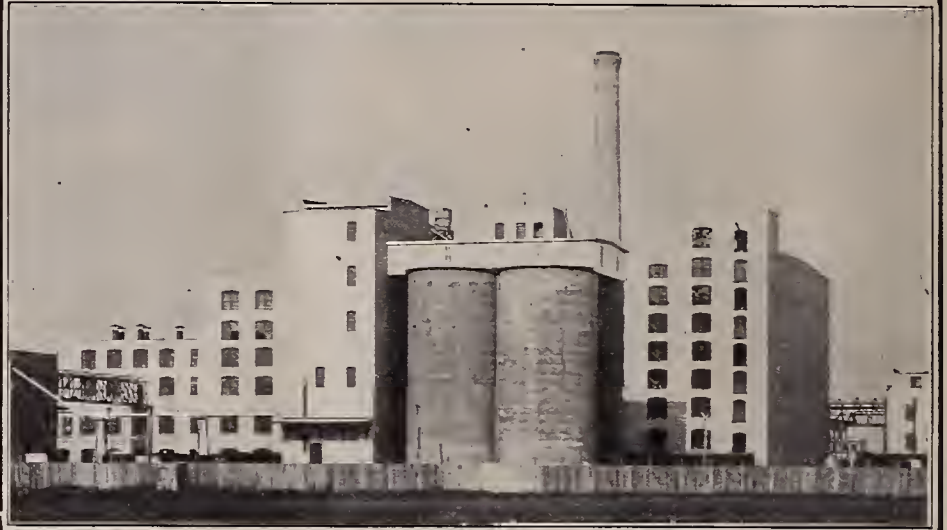
Monadnock Bldg.,

Chicago

## Witherspoon-Englar Company

Designers and Builders of

## **FIREPROOF** Grain Elevators



Cut shows four reinforced concrete grain tanks 30 ft. diameter, 60 ft. high, connected with brick operating house 30x60 feet, erected for the American Maize Products Co. at Roby, Ind.

Designs and estimates promptly furnished for all kinds of buildings for the handling and storage of grain in any locality.

**1244-1250 Monadnock Building, Chicago, Ill.**

## John S. Metcalf Co.

Builders of

*Terminal Elevators*

*Concrete Storage Bins*

*Transfer Elevators*

**Drawings and Specifications**

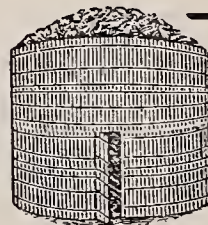
THE TEMPLE, CHICAGO

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Show the value of any number of bushels or pounds of WHEAT, RYE, OATS, CORN OR BARLEY at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price.

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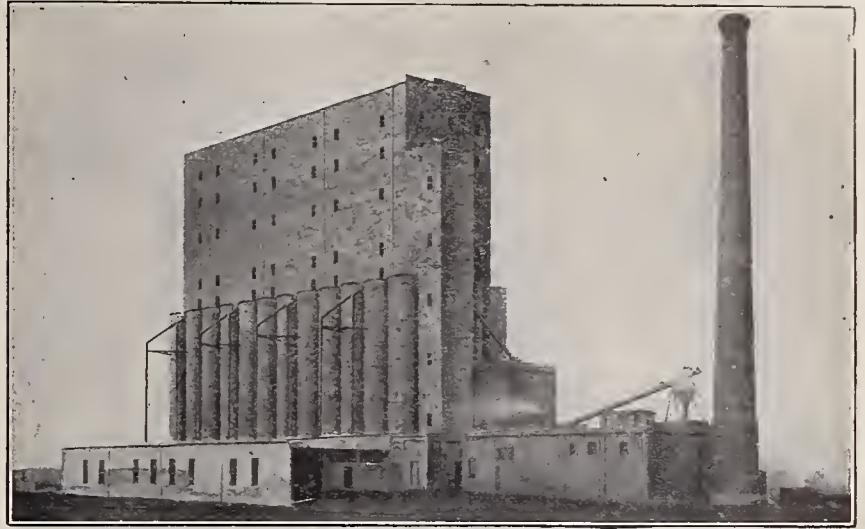


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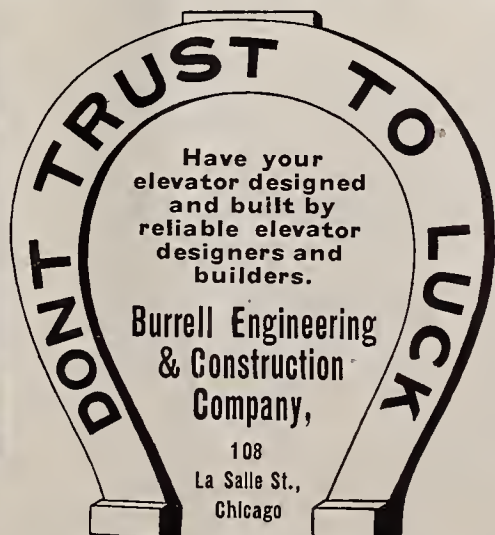
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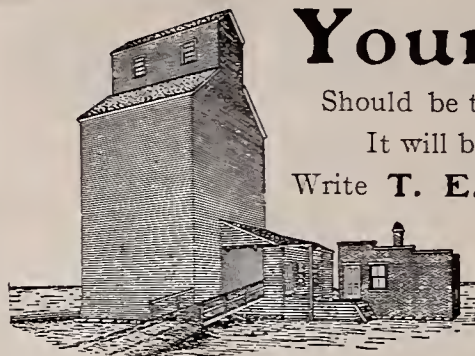
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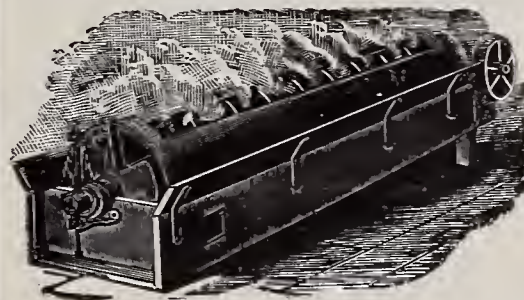
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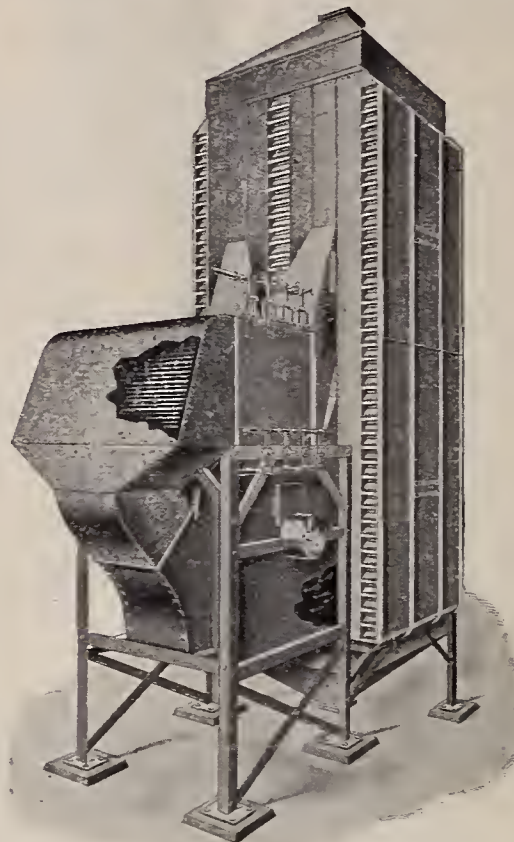
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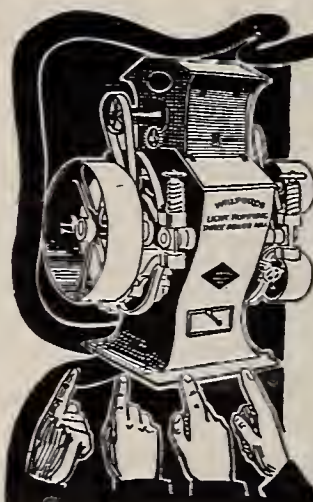
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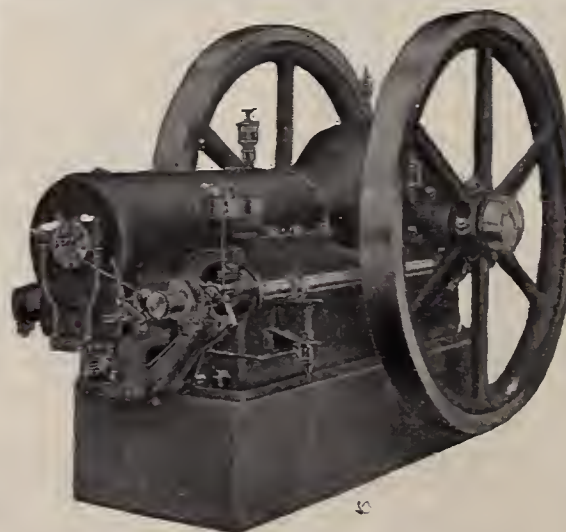
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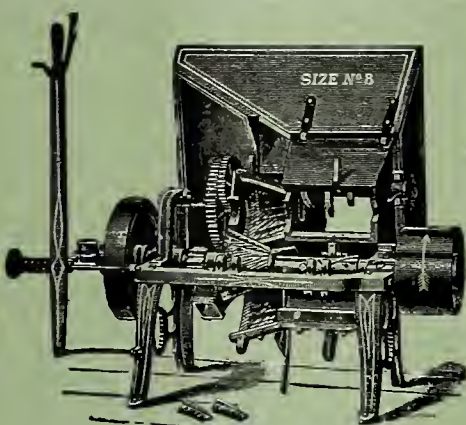
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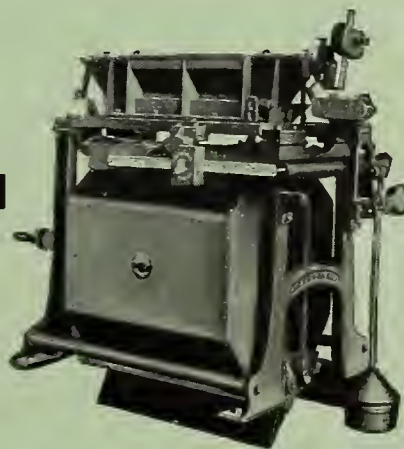
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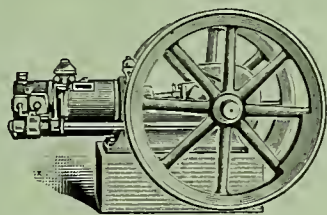
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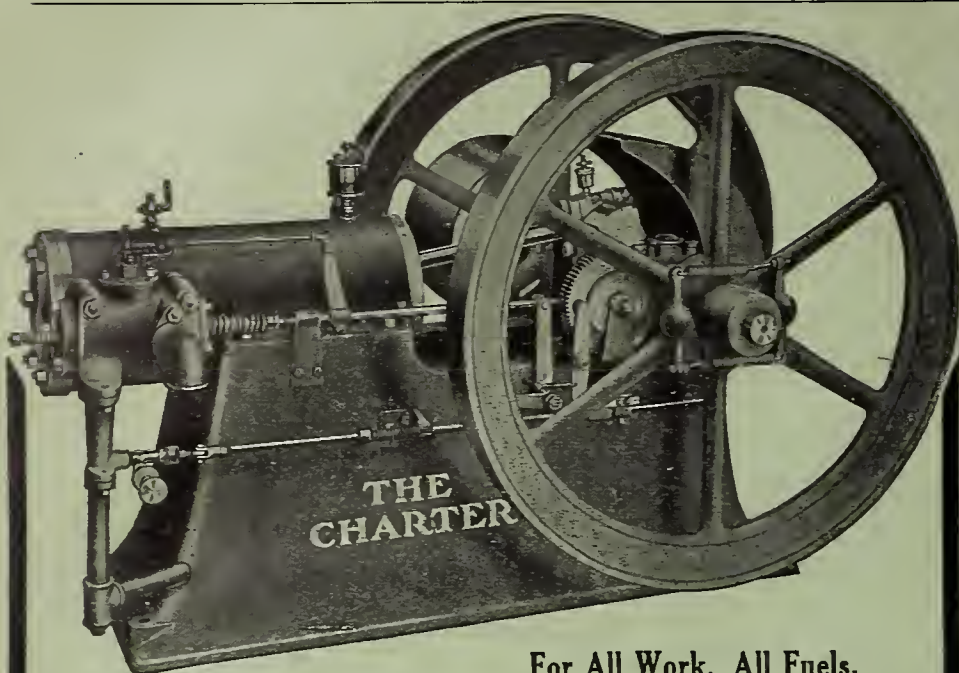
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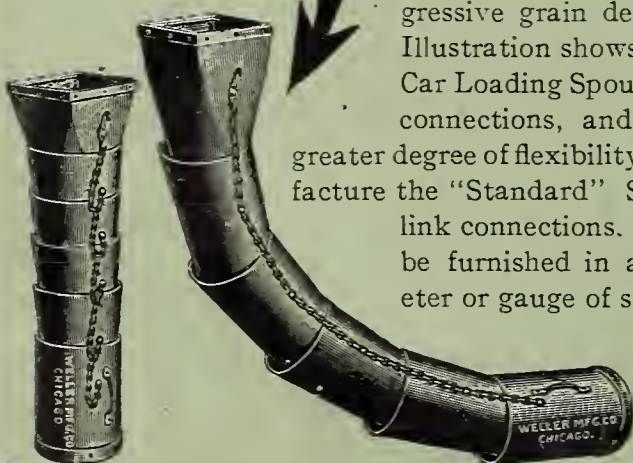
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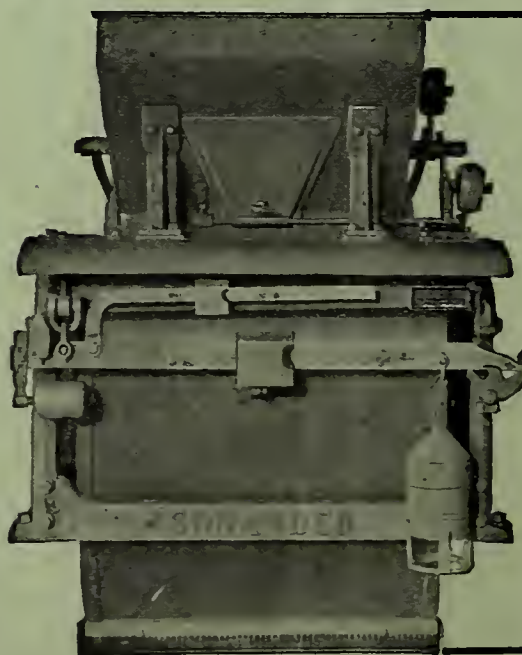
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